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3rd Floor, Metro Board Room*

Agenda - Final

Thursday, October 26, 2023

10:00 AM

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Board of Directors - Regular Board Meeting

Karen Bass, Chair

Janice Hahn, Vice Chair

Fernando Dutra, 2nd Vice Chair

Kathryn Barger

James Butts

Jacquelyn Dupont-Walker

Lindsey Horvath

Paul Krekorian

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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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.

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x7 *русский (Russian)*

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The Board Meeting begins at 10:00 AM Pacific Time on September 28, 2023; you may join the call 5 minutes prior to the start of the meeting.

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 28 de Septiembre de 2023. Puedes unirse a la llamada 5 minutos antes del comienso de la junta.

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

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

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 10, 11, 13, 14, 16**, 17, 18, 19, 20, 25, 26, 30, 31, 32, 33, 34, 35, 36, 37, and 41.

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

**ITEM REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD.

All Consent Calendar items are listed at the end of the agenda, beginning on page 9.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2023-0672](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2023-0673](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

8. **SUBJECT: MEASURE M FIVE YEAR COMPREHENSIVE
ASSESSMENT AND EQUITY REPORT** [2023-0430](#)

RECOMMENDATION

CONSIDER:

A. ADOPTING the Measure M Five Year Comprehensive Assessment and Equity Report (Attachment A); and

B. RECEIVING AND FILING the Measure M Independent Taxpayer Oversight Committee (MMITOC) Findings and Recommendations to improve the Measure M program (Attachment B).

HORVATH AMENDMENT that the Metro CEO be instructed to report back to the Board in six months with an update on the implementation of the recommendations contained in the 5-Year Assessment, with particular

attention paid to the financial and equity criteria mentioned previously.

Attachments: [Attachment A - Measure M 5-Year Comprehensive Assessment & Equity Report](#)
[Attachment B - MMITOC Findings and Recommendations](#)
[Attachment C - Board Approved Assessment Objectives & Criteria](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS:

12. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT [2023-0394](#)
PLANNING BENCH

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 26 bench Contracts, Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for professional services with the contractors recommended below for a three-year base period in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a not-to-exceed cumulative total funding amount of \$50 million, subject to resolution of any properly submitted protest(s) if any:

1. Discipline 1 - Transportation Planning:

- 1.1. AECOM Technical Services, Inc.
- 1.2. Cambridge Systematics, Inc.
- 1.3. CR Associates (SBE)
- 1.4. HNTB Corporation
- 1.5. Jacobs Engineering Group, Inc.
- 1.6. Kimley-Horn & Associates, Inc.
- 1.7. Michael Baker International
- 1.8. Mott MacDonald Group, LLC
- 1.9. Parsons Transportation Group Inc.
- 1.10. Steer Davies & Gleaves, Inc.
- 1.11. STV Incorporated
- 1.12. TransLink Consulting, LLC (SBE and DBE)
- 1.13. WSP USA

2. Discipline 2 - Environmental Planning:

- 2.1 Jacobs Engineering Group, Inc.
- 2.2 HNTB Corporation
- 2.3 Impact Sciences, Inc. (SBE and DBE)
- 2.4 Kimley-Horn & Associates, Inc.

-
- 2.5 Michael Baker International
 - 2.6 Parsons Transportation Group Inc.
 - 2.7 STV Incorporated
 - 2.8 Terry A. Hayes Associates, Inc. (SBE and DBE)

3. Discipline 3 - Economic & Financial Analysis:

- 3.1 AECOM Technical Services, Inc.
- 3.2 Cambridge Systematics, Inc.
- 3.3 ECONorthwest
- 3.4 Ernst & Young Infrastructure Advisors, LLC
- 3.5 Morgner Construction Management (SBE and DBE)

4. Discipline 4 - Sustainability/Active Transportation:

- 4.1 Alta Planning + Design, Inc.
- 4.2 CR Associates (SBE)
- 4.3 Michael Baker International
- 4.4 Toole Design Group Engineering, Inc.

5. Discipline 5 - Demand Modeling & Geographic:

- 5.1 AECOM Technical Services, Inc.
- 5.2 Parsons Transportation Group Inc.
- 5.3 Resource System Group, Inc.
- 5.4 WSP USA

6. Discipline 6 - Research & Surveying:

- 6.1 Resource System Group, Inc.

7. Discipline 7 - Parking Management:

- 7.1 Walker Consultants, Inc.

8. Discipline 8 - Community Design & Land Use:

- 8.1 Anil Verma Associates, Inc. (SBE and DBE)
- 8.2 Gensler
- 8.3 Gruen Associates
- 8.4 Raimi & Associates, Inc. (SBE)

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

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED THE FOLLOWING:

29. SUBJECT: MARKETING & COMMUNICATIONS QUARTERLY UPDATE

[2023-0649](#)

RECOMMENDATION

RECEIVE oral report on marketing and public relations activities to tell the Metro story, with a focus on earned media, as well as social media and content partnerships.

44. SUBJECT: RESPONSE TO HOMELESSNESS MOTION

[2023-0683](#)

RECOMMENDATION

APPROVE Motion by Directors Bass, Hahn, Horvath, Yaroslavsky, and Dupont-Walker that the Board direct the CEO to:

- A. Develop a comprehensive Social Resources and Homelessness Action Plan (Plan) to address homelessness within the Metro transit system and connect people with social services and resources. At a minimum, the Plan should include the following:
- A data snapshot on the state of homelessness on the Metro system, including regional variations subject to confirmed Point-in-Time (PIT) count by LAHSA;
 - Key partnerships and/or enhancements to existing County and local jurisdictions programs to provide support services to people experiencing homelessness on the Metro system with funding recommendations;
 - Summarize the challenges and strategies for providing necessary services for people experiencing homelessness on the Metro system in the late evening and early morning hours; identify the necessary external partnerships needed to deliver services during these hours;
 - Partner with Los Angeles County Departments, local jurisdictions, and/or service providers to enhance unarmed crisis response on Metro properties and stations;
 - Key performance indicators and methods to track progress;
 - Include a progress update on these efforts as part of the regular, quarterly homeless services report; and
- B. Work with LAHSA and service providers to support homeless intervention by:
- Creating an emergency housing protocol for people experiencing homelessness on Metro to include but not be limited to a set aside for designated bus parking and interim beds at shelters during an emergency event;
 - Requesting inclusion on the LAHSA Coordinated Entry System (CES) Policy Council and the Los Angeles Continuum of Care (LA CoC)

Board, a regional planning body that coordinates housing and services funding for homeless families and individuals; and

- Incorporating the entire Metro System into the annual PIT Count and other relevant data systems and dashboards.

END OF NON-CONSENT

45. SUBJECT: CLOSED SESSION

[2023-0677](#)

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

1. Pablo Cotzomi v. LACMTA, LASC Case No. 20STCV24802
2. John Napolitano v. LACMTA, LASC Case No. BC692997

B. Conference with Real Property Negotiators - G.C. 54956.8

1. Property: 777 S. Figueroa Street, Los Angeles, CA
Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
Negotiating Parties: Maguire Properties - 777 Tower LLC
Under Negotiations: Price and Terms
2. Property: 865 S. Figueroa Street, Los Angeles, CA
Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
Negotiating Parties: Hancock S-REIT LA Corp.
Under Negotiations: Price and Terms

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2023-0675](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 28, 2023.

Attachments: [Regular Board Meeting MINUTES - September 28, 2023](#)
[September 2023 RBM Public Comments](#)

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

5. SUBJECT: LEASE AMENDMENTS WITH PINNACLE TOWERS, LLC FOR THREE MICROWAVE RADIO STATION LOCATIONS

[2023-0427](#)

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO), or designee, to execute ten (10)-year lease amendments commencing retroactive to January 1, 2023 with Pinnacle Towers, LLC, ("Lessor") for microwave radio stations located at:

- 7625 Black Star Canyon Road in Riverside at a rate of approximately \$10,865.88 per month with 3.5% escalations annually for a total of \$1,482,344.53 over the term.
- Building 12, Mt. Lukens Road in Tujunga at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,559,519.80 over the term.
- 34 Sunset Ridge in Los Angeles at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,654,955.13 over the term.

Attachments: [Attachment A - Location Maps](#)
 [Attachment B - Deal Points](#)

**FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING
RECOMMENDATION UNDER RE-CONSIDERATION (3-0):**

6. SUBJECT: BANKING SERVICES

[2023-0573](#)

RECOMMENDATIONS

AUTHORIZE:

- A. the Chief Executive Officer to execute a five-year, firm fixed unit rate Contract No. PS99982000 to Bank of America, N.A. for basic and specialized banking services, in an amount-not-to-exceed \$5,098,207 effective January 1, 2024, subject to resolution of protest(s), if any; and
- B. the payment of up to \$650,000 over the next five years for Federal Deposit Insurance Corporation (FDIC) for assessment fees as mandated by 12 C.F.R. § 327.9 to cover insurance premiums for Metro's deposits. These pass-through FDIC assessment fees shall be payable under Contract No. PS9982000, for a total contract price not-to-exceed \$5,748,207.

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

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

7. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

[2023-0597](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$34,650,803 in fiscal year (FY) 2023-24 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY23-24; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

Attachments:

[Attachment A - Resolution to Accept and Distribute LA County SGR Funds](#)

[Attachment B - Submitted Project Listing From Metro and Municipal Operators](#)

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

**10. SUBJECT: THE IMPACT OF THE BUILD AMERICA BUY AMERICA
ACT ON LA METRO'S MAJOR CAPITAL PROJECTS
MOTION**

[2023-0657](#)

RECOMMENDATION

APPROVE Motion by Directors Horvath, Bass, Butts, Yaroslavsky, and Najarian that the Metro Board instruct the Chief Executive Officer to report to the Board in March 2024 with an evaluation of the applicable provisions of the *Build America, Buy America Act*, provisions contained in the *Infrastructure Investment and Jobs Act* and related federal guidance (49 U.S.C. § 5323(j)), and any impact the Act may have on the feasibility of transit projects seeking a Full-Funding Grant Agreement with the FTA.

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

11. SUBJECT: METRO'S ADOPT-A-BIKE PROGRAM

[2023-0168](#)

RECOMMENDATION

CONSIDER:

-
- A. AUTHORIZING the Chief Executive Officer (CEO) to transition the Adopt-A-Bike mini-grant program from a pilot to a permanent program; and
 - B. APPROVING the administration of the Adopt-A-Bike mini-grant program for a second, two-year term, and award grants of \$30,000 each to five selected community-based organizations for a total of \$150,000 starting November 1, 2023 through October 31, 2025.

Attachments: [Attachment A - Grantee Letters of Support](#)
 [Attachment B - Adopt A Bike Article Links](#)
 [Attachment C - Grantees' Information and Service Region](#)

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

- 13. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM [2023-0445](#)**
 UPDATE - WESTSIDE CITIES SUBREGION

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$2,137,325 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation 1st/Last Mile Connections Prog Proj List](#)

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

- 14. SUBJECT: TAYLOR YARD SENIOR HOUSING - GROUND LEASE [2023-0544](#)**
 TERM EXTENSION

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. ("TYSH") to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and

Community Development ("HCD").

- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Attachments: [Attachment A - Unit and Affordability Breakdown Presentation](#)

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

16. SUBJECT: PROGRAMMING LOCAL FUNDS FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT [2023-0558](#)

RECOMMENDATION

CONSIDER:

- A. DETERMINING the Measure R projects San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 are complete with surplus Measure R funds remaining in the amount of \$231,417,000;

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

- B. PROGRAMMING \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits to the San Fernando Valley East Light Rail Transit project; and
- C. PROGRAMMING \$128,549,218 of non-federal funds in the Long Range Transportation Plan in the third decade of Measure R for uses within the Arroyo Verdugo subregion.

Attachments: [Attachment A - SFVCOG & Arroyo Verdugo JPA actions in support of Metro Presentation](#)

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

17. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE PLAN - ROUND 3 [2023-0490](#)

RECOMMENDATION

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. A total of \$14,510,000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. The I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035 which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. The I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355 which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in Attachment C;
- D. A total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. A total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.

Attachments:

[Attachment A - Caltrans Improvements](#)

[Attachment B - I-10 Grant Recommendations](#)

[Attachment C - I-110 Grant Recommendations](#)

[Attachment D - Transit Funding](#)

[Attachment E - Caltrans Operations and Maintenance Agreement](#)

[Attachment F - Rounds 1 and 2 Project Status](#)

[Attachment G - Project Eligibility Guidelines](#)

[Attachment H - Net Toll Grant Applications](#)

[Presentation](#)

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

- 18. SUBJECT: PUBLIC PARTICIPATION IN THE SEPULVEDA TRANSIT
CORRIDOR PROJECT MOTION**

[2023-0658](#)

RECOMMENDATION

APPROVE Motion by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian that the Metro Board instruct the Chief Executive Officer to:

- A. Work with the PDA teams to publish reports of their community stakeholder meetings on a dedicated website or platform accessible to the public no later than December 1, 2023, to ensure that the information shared in the PDA teams' meetings is available to all interested parties, recognizing that because Metro has not completed an environmental review, the information contained does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required;
- B. Report to the Board in January 2024 with an accounting of the amount of funds that have been budgeted and expended for both the Sepulveda Corridor Transit Corridor Project and the I-405 Express Lane Project; and
- C. Upon completion of the PDA process, report with an evaluation of the efficacy of the PDA model compared to other tried and tested project delivery methods as well as the development of a lessons learned assessment.

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

- 19. SUBJECT: LA RIVER PATH - AGREEMENTS** [2023-0492](#)

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE a Master Cooperative Agreement (MCA) with the City of Vernon for the LA River Path Project; and
- B. NEGOTIATE and execute as-needed agreements with other responsible stakeholder agencies, including the railroads.

Attachments: [Attachment A - Board Motion \(2021-0436\)](#)
[Attachment B - City of Vernon Council meeting minutes on MCA](#)

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

- 20. SUBJECT: CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT** [2023-0404](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the Addendum and adopt its Findings (Attachment A).

Attachments: [Attachment A - CEQA Addendum Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 25. SUBJECT: METRO LEADERSHIP ACADEMY** [2023-0570](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed price Contract No. PS87481000 to Southern Methodist University to serve as the academic partner for the Metro Leadership Academy Program, in the amount of \$1,002,750 for the three-year base term, and \$366,050 for the first one-year option and \$379,550 for the second one-year option, for a total Contract Value of \$1,748,350, subject to the resolution of any properly submitted protest(s), if any.

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

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 26. SUBJECT: MULTICULTURAL MARKETING AGENCY SUPPORT SERVICES**

[2023-0576](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a four-year firm fixed unit rate Contract No. PS93705000 to Acento Advertising, Inc. for Multicultural Marketing Agency Support Services, for a not-to-exceed amount (NTE) of \$4,295,160 for the two-year base term and \$4,504,680 for the two-year option term, for a total combined NTE amount of \$8,799,840, effective November 1, 2023, subject to the resolution of any properly submitted protest(s).

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

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

- 30. SUBJECT: INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)**

[2023-0488](#)

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer:

- A. to award a firm-fixed price Contract No. TS83056-2 Integrated Data and Communication System (IDCS) to Siemens Mobility, Inc., for the design, manufacture, test, installation, and commission of the IDCS system for the A650 heavy rail fleet as base contract and the P3010, P2000, and P2550 light rail fleets, and the HR4000 heavy rail fleet as Options. The base contract amount for the A650 fleet is \$5,043,855 inclusive of sales tax; Option 1 for the P3010 fleet is \$18,051,025 inclusive of sales tax; Option 2 for the P2000 fleet is \$4,415,668 inclusive of sales tax; Option 3 for the P2550 fleet is \$4,775,826 inclusive of sales tax; and Option 4 for the HR4000 fleet is \$6,417,348 inclusive of sales tax, for a total Not-to-Exceed (NTE) contract amount of \$38,703,722, subject to the resolution of all properly submitted protest(s), if any.
- B. to increase the Life of Project (LOP) by \$10,456,129 from \$33,971,532 to \$44,427,661.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Metro EFC Map 2022](#)

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

31. SUBJECT: ELEVATOR AND ESCALATOR - VERTICAL
TRANSPORTATION MONITORING SYSTEM

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole source firm fixed price Contract No. PS87784000 to Integrated Display Systems LLC, to provide vertical transportation remote monitoring maintenance support software, hardware, design, and onsite installation oversight services for Elevators and Escalators throughout the Metro System, in the amount of \$3,471,433 for the five-year base period, and \$1,968,134 for a one, three-year option term, and \$367,641 for the five-year on-site maintenance support services, for a combined contract amount of \$5,807,208, subject to resolution of any properly submitted protest(s), if any.

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

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

- 32. SUBJECT: UNIFORM RENTAL SERVICES** 2023-0557

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP44851-20008370 to Prudential Overall Supply, to provide uniform rental services, for a not-to-exceed (NTE) amount of \$3,256,271 for the three-year base period and \$3,575,446 for the one, three-year option, for a total combined NTE amount of \$6,831,717, effective December 1, 2023, subject to the resolution of all properly submitted protest(s), if any. Include an additional \$267,000 in contract authority for closeout activities from Prudential Overall Supply's existing contract.

[illegible]

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

- 33. SUBJECT: HIGH SPEED/VOLUME COPIERS & EQUIPMENT FOR METRO COPY CENTER**

[2023-0574](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. PS110638000 with Canon Solutions America, Inc., to continue to provide the lease and maintenance of high-speed copiers and document finishing equipment for the Metro Copy Center, in the amount of \$200,000, increasing the contract not-to-exceed amount from \$1,749,625 to \$1,949,625, and extend the period of performance from February 1, 2024, through April 30, 2024.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

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

- 34. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - NORTH REGION EXTENSION**

[2023-0642](#)

RECOMMENDATION(S)

AUTHORIZE the Chief Executive Officer to execute:

A. Contract Modification No. 10 to Contract No. OP52365000 with Transdev Services, Inc. (Transdev) in the amount of \$18,212,015 to continue to operate local transit lines in the North Region of Los Angeles County increasing the total not-to-exceed contract value from \$106,316,969 to \$124,528,984, and extend the period of performance from December 4, 2023, to June 30, 2024; and

B. Individual contract modifications within the Board approved contract modification authority.

Attachments:

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Change Order Log](#)

[Attachment C - DEOD Summary](#)

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

35. SUBJECT: BUS LANE ENFORCEMENT PILOT PROGRAM

[2023-0458](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING implementation of a Bus Lane Enforcement Pilot Program on NextGen Tier One Network in partnership with the City of Los Angeles;
- B. APPROVING the Life of Project (LOP) capital budget of \$11,000,000 for the Bus Lane Improvement Pilot Project;
- C. AUTHORIZING the Chief Executive Officer (CEO) to award a 63-month firm fixed unit price Contract No. OP48185000 to Hayden AI Technologies, Inc. for the purchase of equipment and implementation of a Bus Lane Enforcement System on NextGen Tier One Network in the City of Los Angeles in an amount not-to-exceed \$7,079,570 for the 39-month base term, and \$1,710,000 for the first one-year option and \$1,710,000 for the second one-year option, for a total not-to-exceed Contract Value of \$10,499,570, effective December 1, 2023, subject to resolution of properly submitted protest(s), if any; and
- D. AUTHORIZING the CEO to execute a Memorandum of Understanding (MOU) with the City of Los Angeles on a project partnership of the Bus Lane Enforcement System Pilot Program.

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

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

36. SUBJECT: PROCESSING, ADJUDICATION AND COLLECTION OF TRANSIT AND PARKING CITATIONS

[2023-0582](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS93508000 to Axiom xCell, Inc. to provide citation processing services for an amount not-to-exceed ("NTE") \$1,193,892 for the five-year base period, \$316,106 for the first one-year option and \$332,430 for the second one-year option, for a total NTE amount of \$1,842,428, effective January 1, 2024, 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):

37. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL [2023-0584](#)
 SERVICE COUNCIL

RECOMMENDATION

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

Attachments: [Attachment A - New Appointee Nomination Letter](#)
 [Attachment B - New Appointee Biography and Qualifications](#)

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

41. SUBJECT: METRO TRANSIT AMBASSADOR PILOT PROGRAM [2023-0433](#)
 EVALUATION

RECOMMENDATIONS

CONSIDER:

- A. RECEIVING AND FILING the Evaluation of the Pilot Transit Ambassador Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to establish a permanent Transit Ambassador Program and transition the program in-house over the next 12 months.

Attachments: [Attachment A - Motion 37 by Bonin, Garcetti, Hahn, Dupont-Walker, and Solis](#)
 [Attachment B - Metro Public Safety Mission & Values Statement](#)
 [Attachment C - Ambassador Evaluation Survey](#)
 [Attachment D - Ambassador Transit Watch Reports](#)
 [Attachment E - Transit Agencies with Ambassador Programs](#)
 [Attachment F - Metro Living Wage and Service Worker Retention Policy Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2023-0676](#)

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

Board Report

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

File #: 2023-0673, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
OCTOBER 26, 2023**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

Item #4



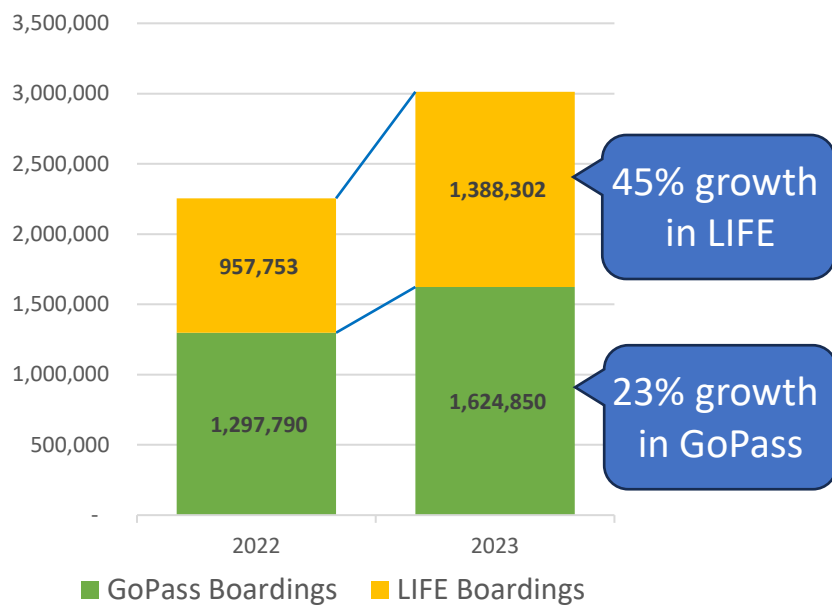
Metro[®]

CHIEF EXECUTIVE OFFICER

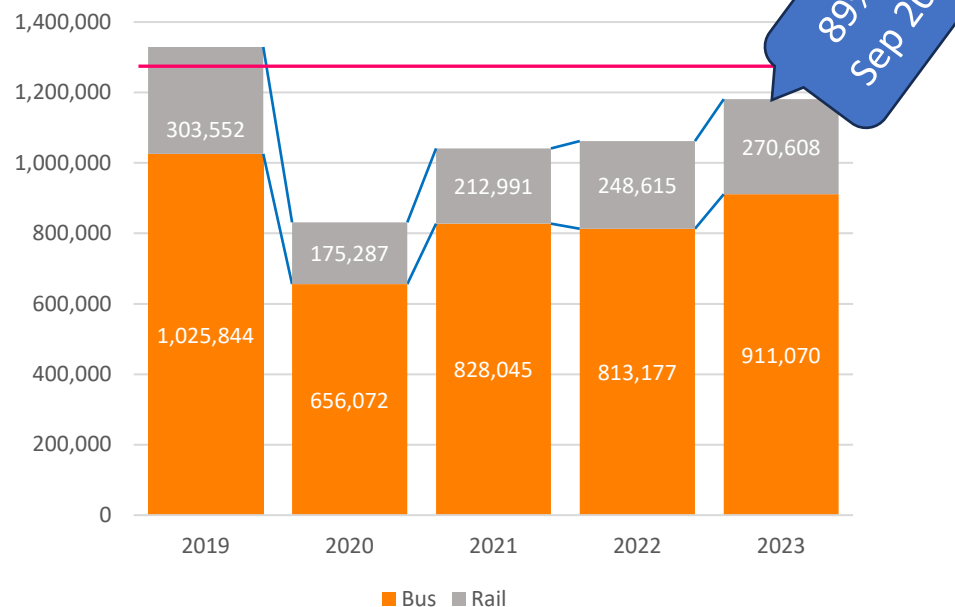
October 2023

POSITIVE RIDERSHIP TRENDS CONTINUE

SEPTEMBER
GOPASS & LIFE PROGRAM
BOARDINGS YEAR-OVER-YEAR



SEPTEMBER
AVERAGE WEEKEND RIDERSHIP
YEAR OVER YEAR



HAPPY BIRTHDAY K LINE!



2023 LA COUNTY TRANSIT LEADERSHIP SUMMIT



2023 FILIPINO AMERICAN HISTORY MONTH EVENT



NOVEMBER TAP CARDS AND CULTURAL COMMEMORATIONS





Metro

Board Report

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

File #: 2023-0430, File Type: Program

Agenda Number: 8.

FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 18, 2023

SUBJECT: MEASURE M FIVE YEAR COMPREHENSIVE ASSESSMENT AND EQUITY REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Measure M Five Year Comprehensive Assessment and Equity Report (Attachment A); and
- B. RECEIVING AND FILING the Measure M Independent Taxpayer Oversight Committee (MMITOC) Findings and Recommendations to improve the Measure M program (Attachment B).

HORVATH AMENDMENT that the Metro CEO be instructed to report back to the Board in six months with an update on the implementation of the recommendations contained in the 5-Year Assessment, with particular attention paid to the financial and equity criteria mentioned previously.

ISSUE

The Measure M Ordinance requires that every five (5) years Metro conduct a comprehensive review to evaluate the performance of the overall Measure M program (Program) and make recommendations to improve its performance based on current practices, best practices, and organizational changes to improve coordination. The Measure M Five Year Comprehensive Assessment and Equity Report (Assessment) evaluates the performance of the overall Program from Fiscal Year (FY) 2018 to FY 2022, including an assessment of the effectiveness of the Program on improving lives of people in Los Angeles. As Metro works to center equity in all aspects of the agency, the Assessment connects financial, program, and project analysis with quality-of-life outcomes for all Angelenos, with a focus on marginalized and Equity Focus Communities (EFC).

In addition, the Measure M Ordinance and Guidelines require that the MMITOC review the Assessment and make findings and/or provide recommendations for improving the Program. MMITOC feedback provided additional perspective, but is not intended to modify findings from the final Assessment. In accordance with the ordinance, the results of the MMITOC review shall be presented to the Metro Board of Directors as part of the adoption of the Assessment.

BACKGROUND

Approved by Los Angeles County voters in 2016, Measure M is a local revenue source, generated by sales tax and guided by an Expenditure Plan that outlines major multi-year capital projects intended to bring mobility improvements across the Los Angeles region. The Program also includes set-aside funding for Transit Operations, State of Good Repair, Local Return, and other smaller but critical mobility programs such as Active Transportation and Accessibility services. More broadly, Measure M strengthens the region's local funding power, further reinforcing Los Angeles's competitiveness for state and federal funding and representing a commitment from Los Angeles taxpayers to invest in transportation and infrastructure improvements.

A five-year assessment is an interim opportunity to identify successful strategies to continue advancing, to make adjustments where expectations are not being achieved, and to institute a framework to assess the next five years of progress. Starting in 2022, Metro began initial research and outreach to identify preliminary objectives and criteria (Objectives) (Attachment C) to analyze impacts from Measure M's first five years of funding (FY18 - FY22). In early 2023, Metro complied with Measure M Guidelines to propose Assessment objectives and criteria, in consultation with the MMITOC, for Board approval. The Board approved these objectives and criteria in February. Per Measure M guidelines, efforts to conduct the Assessment have been coordinated with Metro efforts to update the Short Range Transportation Plan (SRTP).

During this time the team also reached out to Metro Advisory committees and community organizations and members to identify equity opportunities and key themes from this five-year period to guide research and the framework of a final comprehensive assessment.

DISCUSSION

The Assessment followed the Board-approved Objectives to retroactively analyze efficiency and effectiveness in delivering Measure M projects and programs, including potential barriers in the delivery of the Expenditure Plan, while also identifying opportunities for process improvement, best practices, and organizational changes to improve coordination. Recommendations informed by the Assessment are also categorized using these Objectives.

In its first five years, Measure M has generated over \$4 billion in local sales tax dollars, about 95% of forecasted revenue. These local dollars helped secure over \$3 billion in additional state and federal funding, initiated mega capital and transit projects, and secured funding for Expenditure Plan capital projects, Metro operations, subregional communities, local jurisdictions, and municipal transit providers. The Assessment period is notably marked by the COVID-19 pandemic and unprecedented disruption to the transportation industry as well as other external and internal drivers that have required Metro to adapt to new realities. Just as Measure M does not exist in a vacuum, the Assessment presents a fresh approach to analyzing stewardship of the Program that includes broader quality-of-life issues. This analysis includes assessment of Metro's role in addressing these issues, such as mobility, customer experience, and community and regional impacts and partnerships.

A summary of the report findings, organized by report Objectives, is outlined below.

Efficiency and Effectiveness in Delivery

Metro is making progress towards efficient and effective project and program delivery, including demonstrated adaptability, but could improve transparency in various impacts to delivering expectations.

Measure M has further strengthened the Los Angeles region's "local match" competitiveness for external funding opportunities and Metro has pursued outside funding and project implementation strategically and efficiently, successfully leveraging Measure M to obtain additional funding without increasing Measure M expenditures. Measure M has also sustained local communities and transit providers, generating approximately \$1.7 billion during the Assessment period for local jurisdictions, subregional communities, and Metro operations/state of good repair efforts. The Assessment further finds that Metro continues to serve and identify ways to improve mobility access for marginalized and EFCs, particularly through service areas and fare programs. Measure M Expenditure Plan transit and active transportation projects are also located in proximity to lower income households at a greater rate than all households.

Given the significant funding generated and distributed by Measure M, further transparency and information-sharing would improve taxpayer understanding and expectations of how Measure M funds continue to be invested to advance mobility options for people in Los Angeles County.

Potential barriers in the delivery

Overall, the Assessment finds modifications to project scope have changed project schedule and cost estimates from 2016 forecasts in the Expenditure Plan. Examples of modifications include typical project elements such as environmental review findings and response to community feedback, as well as atypical conditions changes such as the COVID-19 pandemic.

During the assessment period, Metro introduced a suite of project execution strategies, which include new and innovative approaches to address potential barriers to project delivery such as the Early Intervention Team and Alternative Delivery models.

Metro has adapted to delivery barriers and disruptions and is embarking on responsive and innovative strategies for project delivery. As these strategies are responsive and ongoing, they will require further monitoring for progress and success in future assessments.

Opportunities for Process Improvement

This interim Assessment presents the opportunity to identify adjustments needed in management and delivery of the Measure M Program. Planning and implementation efforts for the major Measure M projects, as well as major quality of life issues controlled locally, have highlighted the importance of multijurisdictional coordination. Metro's role as a partner is both regional and community-based. While Metro has been successful in distributing Measure M funds to local jurisdictions and transit providers, tracking these investments to quality of life outcomes can be improved.

Further, Metro is working to re-baseline Measure M project costs and schedules from initial 2016

forecasts and strengthening multijurisdictional partnerships to improve coordination on capital project delivery across the county.

Best Practices

The Assessment period has been characterized by intense and unprecedented change. Prior to the pandemic, Metro built strong data-tracking and collaboration tools to support project and program management, such as the Quality Assurance program and the Measure M Subregional MyGrants portal. More recently, in response to changing conditions, Metro has also advanced additional strategies that will require ongoing assessment, such as the Early Intervention Team and Alternative Delivery methods.

Metro has also elevated its commitment to equity, such as extensive project-based community engagement, to ensure that Measure M projects serve communities across the diverse county.

Organizational Changes

Employment trends and patterns have fluctuated during the Assessment period, underscoring the need for people to do the work to deliver Measure M projects and programs. Metro has not been immune to national labor shortages, especially for bus operators, and has worked aggressively to build back its workforce. Increased efforts to rebuild staff agencywide after the Assessment period hiring freeze/frost and voluntary separation incentives are ongoing and should continue to be monitored for progress.

During the Assessment period, the 2021 agencywide reorganization consolidated departments for streamlined workflows and improved organizational management as the world continued to recover from the pandemic. Metro also worked to streamline hiring processes to support rebuilding the workforce. These strategies will be critical to monitor in future assessments as staffing resources will continue to have a foundational impact on Measure M project and program delivery.

Post-Analysis Period

Some of the efforts Metro initiated after the end of the Assessment period (June 30, 2022), include the launch of the Transit Ambassadors program, transit service restoration to pre-pandemic levels, success in transit operator recruitment and hiring, and the Equitable Zero-Based Budgeting (EZBB) processes that guided FY23 and FY24 annual budget development. These new approaches are outlined in the Assessment and included in recommendations to continue monitoring progress and benefits.

Recommendations

Given the significant period of change during the five-year assessment, the Assessment highlights the importance of equity, partnerships, and adaptability as the region looks to continue meeting ambitious Measure M goals and emerging from the pandemic. Key Assessment recommendations that seek to operationalize these values include:

- Conduct deeper analysis of Measure M investment benefits for marginalized and Equity Focus Communities (EFCs), to measure and quantify existing disparities in access to resources and opportunities and potential gaps in Measure M investments to reduce these disparities.
- Analyze and establish a baseline to measure impacts from Metro's financial and labor

contributions to regional partnerships on key coordination opportunities such as such as street safety, active transportation, bus shelters, and heat resilience strategies.

- Continue to reassess Measure M project benchmarks based on updated project, environmental, and economic information.
- Integrate recommendations from this report into next iteration of Metro's Strategic Plan which serves as a foundation to all plans, programs and services.

Additional recommendations are included in the Assessment.

Measure M Independent Taxpayer Oversight Committee

The Measure M Independent Taxpayer Oversight Committee (MMITOC) plays a significant role in Measure M implementation, representing taxpayers and overseeing the responsible stewardship of Measure M taxpayer revenue dollars. Per the Measure M Ordinance and Guidelines, prior to adoption of the Five-Year Assessment, the MMITOC shall review the Five Year Comprehensive Program Assessment and make findings and/or provide recommendations for improving the program.

Staff and the project consultant team submitted the Assessment for review and presented a summary of assessments and recommendations from the Five-Year Assessment at the MMITOC September 2023 Quarterly Meeting. During the Quarterly Meeting MMITOC members opted to delay making findings and/or recommendations to improve the overall Measure M program, by no less than 30 days, to have additional time to review the Five-Year Assessment and provide feedback. Individual MMITOC members submitted findings and recommendations that were aggregated and presented at a MMITOC Special Meeting on October 5, 2023. At the Special Meeting the MMITOC discussed the individual findings and recommendations and unanimously voted on a committee list of findings and recommendations to improve the Measure M program to be presented to the Metro Board as part of the adoption of the Comprehensive Program Assessment, per Measure M Guidelines.

These MMITOC findings and/or recommendations are included in Attachment B.

DETERMINATION OF SAFETY IMPACT

The approval of the recommendations above will have no negative impact on the safety of Metro employees or passengers.

FINANCIAL IMPACT

Adoption of the Measure M Five Year Assessment does not have a direct financial impact to the agency.

No impact to Metro's budget is anticipated as a result of the Board adopting the Assessment.

EQUITY PLATFORM

The Measure M Five Year Comprehensive Assessment and Equity Report is the first broad analysis of Measure M through Metro's Equity Platform framework. Metro plays a key role in the region, as an operator, employer, developer/builder, and funder, all supported through Measure M's direct and

leveraged funding. Metro continues to serve riders throughout the Los Angeles region, who are predominantly lower-income, Black, Indigenous, and other People of Color (BIPOC), and without access to other mobility options.

The Assessment presents a new and comprehensive framework for financial analysis and stewardship of public dollars by considering impacts of Metro's investments on the people of Los Angeles County. The Assessment also analyzes demographic disparities in ridership, mobility choices, and investments. Assessment recommendations are intended to guide the agency to continue to advance equity through financial analysis, transparent measurement, and assessment of services and impacts to marginalized communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within Metro. The Measure M Comprehensive Assessment seeks to ensure the continued effective delivery of Measure M projects and programs and transparency to the Board, MMITOC, stakeholders and public.

ALTERNATIVES CONSIDERED

The Board may choose to not proceed with adoption of the Assessment, however, this is not recommended as the Five Year Assessment provides ongoing oversight of the program, as well as transparency to Los Angeles County taxpayers, as set forth in the Measure M Ordinance and Guidelines.

NEXT STEPS

With approval of this item, and as stipulated in the Ordinance and Guidelines, staff will utilize this Assessment to monitor progress and guide decisions for the Measure M program. Analysis and findings from the Assessment will continue to be referenced in coordination with efforts to update the Metro Strategic Plan and SRTP. Analysis and findings from the Assessment will continue to be referenced in coordination with efforts to update the Metro Strategic Plan and SRTP.

ATTACHMENTS

Attachment A - Measure M Five Year Comprehensive Assessment & Equity Report

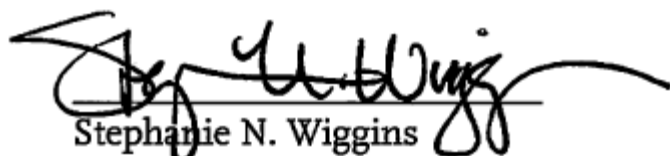
Attachment B - MMITOC Findings and Recommendations

Attachment C - Board Approved Assessment Objectives and Criteria

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Stephanie N. Wiggins
Chief Executive Officer

We are moving the needle.

MEASURE M FIVE-YEAR COMPREHENSIVE ASSESSMENT AND EQUITY REPORT 2023



Acknowledgments

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KeAndra Cylear Dodds
Monica Del Toro
Lauren Choi

Metro Departments

Chief People Office
Chief Safety Office
Countywide Planning & Development
Customer Experience
Office of the CEO
Office of Strategic Innovation
Operations
Program Management
Strategic Financial Management

Consultant Team

Fehr & Peers, with
Cityworks Design
Strategic Economics
Tamika L. Butler Consulting
Atlas Planning Solutions

Contributors

BCA
WSP

Numerous advisory committees and Community-Based Organizations also contributed to this report. For a full list, see Appendix D.

Table of Contents

Letter from the CEO	6
Introduction: What is Metro's role in our quality of life?	8
What's Inside: Measure M Five-Year Comprehensive Assessment and Equity Report	16
Stewardship	22
<i>How does Metro handle the funds and resources it oversees?</i>	
Mobility	54
<i>How is Metro doing in its planned expansion and in providing transit services equitably?</i>	
Experience	72
<i>How do Metro customers feel about safety, comfort, reliability and convenience?</i>	
Community	90
<i>How does Metro support livability in neighborhoods in its service area?</i>	
Regional	104
<i>How does Metro's service sustainably connect to trends in the region?</i>	
Recommendations	114
Sources	118
Appendices A-E	

Figure List

Figure i.i Measure M Capital Project Investments FY 18-22
Figure i.ii Equity Focus Communities

Stewardship 22

How has the local landscape changed since the original Measure M Expenditure Plan?

Figure 1.1 Measure M Tax Generation
Figure 1.2 Major Contextual Milestones
Figure 1.3 National Construction Cost Increases
Figure 1.4 Construction Costs Outpacing the Market
Figure 1.5 Continued Increase in Materials Prices
Figure 1.6 Comparison of Bid Prices and Construction Costset
Figure 1.7 Workforce Survey Results

How is Metro managing the Measure M program?

Figure 1.8 Program Management at Metro
Figure 1.9 Quality Assurance and Management
Figure 1.10 Project Change Orders
Figure 1.11 Metro Staffing Resources
Figure 1.12 Developing and Implementing Measure M Projects and Programs
Figure 1.13 Forecasted and Actual Revenues by Fiscal Year
Figure 1.14 Measure M Accounting of Expenditures and Distributions by Fiscal Year
Figure 1.15 Measure M State of Good Repair
Figure 1.16 Measure M Active Transportation Program
Figure 1.17 Measure M Active Highways Program

How are Measure M projects adapting?

Figure 1.18 Examples of Project Delivery Risks
Figure 1.19 Measure M Major Project Progress
Figure 1.20 Example of Changing Project Needs and Delivery
Figure 1.21 Measure M Major Project Cost
Figure 1.22 Selected Major Project Status Updates

How do Metro's investments support communities across the county?

Figure 1.23 Measure M Local Return
Figure 1.24 Measure M Transit Operations Allocations to Municipal Operators
Figure 1.25 Measure M Countywide Impacts
Figure 1.26 Metro Multi-Year Subregional Program (MSP) Projects Completed

Figure List

Stewardship, *continued*

Figure 1.27 **Metro Multi-Year Subregional Program (MSP) Funds by Subregion**

Figure 1.28 **MyGrants Portal for Measure M MSP**

Figure 1.29 **Demonstration of Subrecipients' Compliance with the Measure M Ordinance**

What funding has Measure M leveraged?

Figure 1.30 **Measure M Distribution Breakdown**

Figure 1.31 **Federal and State Funding**

How is Metro meeting staffing and labor needs?

Figure 1.32 **Workforce Initiative Now Metro Los Angeles (WIN-LA) Program**

Figure 1.33 **Metro Employment and Vacancies**

Figure 1.34 **SEED School**

Figure 1.35 **Service Attendant Restructuring to Reduce Gender Bias**

Figure 1.36 **February-March 2022 Bus Operator Survey**

Figure 1.37 **Collective Bargaining Agreements**

How is Metro reporting on Measure M progress and transparency?

Figure 1.38 **Project Status Dashboard**

Figure 1.39 **Measure M Independent Taxpayer Oversight Committee (MMITOC)**

Mobility 54

Who is Metro serving?

Figure 2.1 **Female and Low-Income Transit Riders Post-2020**

Figure 2.2 **Racial Makeup of LA County, Metro Riders and Metro Service**

How equitable are transit options in LA County?

Figure 2.3 **Income Spent on Transportation and Housing**

Figure 2.4 **Bus Stops with Frequent Service in Relation to EFCs**

Figure 2.5 **Population Near All Bus Stops (Metro and Partner Agencies) in Relation to EFCs**

Figure 2.6 **Population Near Rail and BRT Stations in Relation to EFCs**

How have Metro ridership and transit service changed?

Figure 2.7 **Rail Ridership by Line**

Figure 2.8 **Overall Bus and Rail Ridership and Revenue Hours**

How is Metro adapting services beyond bus and rail?

Figure 2.9 **Metro Bike Share Usage and Stations**

Figure 2.10 **Vanpool**

Figure 2.11 **Access Services**

Figure 2.12 **Metro Micro Ridership and Locations**

How is Metro removing barriers to transportation affordability?

Figure 2.13 **Fare Program Highlights**

Figure 2.14 **LIFE Program Taps Related to LIFE Enrollment**

Figure 2.15 **Fare Payments by Program**

How does going Metro compare to driving?

Figure 2.16 **Travel Time Competitiveness**

What is Metro doing to ease congestion?

Figure 2.17 **Means of Transportation to Work in LA County**

Figure 2.18 **ExpressLanes Progress**

Figure 2.19 **Freeway Service Patrol**

Experience 72

How is the experience of going Metro?

Figure 3.1 **Overall Customer Satisfaction**

How secure is going Metro?

Figure 3.2 **Perceptions of Safety, 2017 and 2019**

Figure 3.3 **Perceptions of Safety in 2022**

Figure 3.4 **Recorded Crimes by Fiscal Year**

Figure 3.5 **Transit Ambassador Program**

Figure 3.6 **Safety-Related Programs from 2022**

How reliable is going Metro?

Figure 3.7 **Bus and Rail On-Time Performance**

Figure 3.8 **Bus and Rail Miles Between Breakdowns/Service Calls**

Figure List

Experience, *continued*

How safe is Going Metro?

Figure 3.9 Metro Rail Collisions

Figure 3.10 Metro Bus Collisions

How is Metro providing a clean riding environment?

Figure 3.11 Metro's Response to Cleanliness Issues

Figure 3.12 Perceptions of Cleanliness, 2017 and 2019

Figure 3.13 Perceptions of Cleanliness in 2022

How has Metro responded to the COVID-19 pandemic?

Figure 3.14 COVID-19 Response

How is Metro providing inclusive and accessible service?

Figure 3.15 Mobility Device Bus Boardings

Figure 3.16 Women Riding Metro with Kids

Figure 3.17 Languages at Metro

Community 90

What services are accessible for communities who need them most?

Figure 4.1 Community Services Near Frequent Bus Stops

How walkable and bikeable are communities in LA County?

Figure 4.2 Existing Bikeway Miles by Class

Figure 4.3 Walk/Bike to Work by Race

Figure 4.4 Top Barriers to Biking in LA from Metro Bike Share Users

How safe are walking and biking in LA County?

Figure 4.5 Walking and Biking Concerns and Collisions by Race

What is Metro doing to improve street safety?

Figure 4.6 Street Safety Policy Summary

How do different communities experience sustainability impacts?

Figure 4.7 Shade Across the County

Figure 4.8 Heat's Effect on Households

Figure 4.9 Places to Cool Off

How has Metro's approach to community engagement and partnership changed over time?

Figure 4.10 Engagement and Partnership Initiatives

Regional 104

How does Metro connect people to jobs?

Figure 5.1 Total Number of Jobs in LA County

Figure 5.2 Most Common Jobs in LA County and How Well They are Served by Transit

Figure 5.3 Metro Historical Budgeted Funding for Metrolink Operations

Figure 5.4 Employment Near Transit

How are Metro's investments serving low- and moderate-income households?

Figure 5.5 Income Change Over Time in LA County

Figure 5.6 Share of Residents and Jobs by Income and Wage Related to Measure M Project Locations

Figure 5.7 Market-Rate Housing and Affordable Housing Trends

Figure 5.8 Metro Joint Developments

How has homelessness shifted Metro's role in LA County?

Figure 5.9 Homelessness Partnerships

Figure 5.10 Overall LA County Homeless Counts

Figure 5.11 Unhoused Metro Riders Attainment of Housing Services

Appendices

Appendix A Measure M Expenditure Plan

Appendix B Measure M Financial and Compliance Assessment: Fiscal Years June 30, 2018–2022

Appendix C Assessment of the Measure M Independent Taxpayer Oversight Committee (MMITOC)

Appendix D Outreach Summary Memo

Appendix E Measure M Economic and Employment Impact

Appendix F Measure M Project Expenditures FY18-22 by Funding Source

Letter from the CEO



When LA County voters approved Measure M in 2016, they declared their intention to remake our region into a more equitable, multimodal, accessible, and economically prosperous place where the mobility benefits of transportation projects reached every corner of the county. Now, more than five years after the passage of Measure M, the world has changed. In 2016, no one could have predicted that a global pandemic would begin in 2020 and persist for three years— but it did — and Metro adapted. From highlighting the essential service of public transportation, renewed energy behind racial justice efforts, inflation, supply chain issues, and the rise of remote work to labor shortages, to homelessness, the proliferation of opioids in our communities, The Bipartisan Infrastructure Law, numerous developments over the past five years have influenced how we build and operate our transportation infrastructure in LA County. Though the last five

years have brought tremendous change, at Metro, our priorities related to Measure M remain the same: to deliver on our promises to LA County voters in an equitable, timely, and cost-effective manner.

This is the first comprehensive assessment that Metro has undertaken to evaluate the overall performance and impact of the Measure M program. This document will inform Measure M's first decennial assessment, to be conducted in 2027, at which point the Metro Board, if it so chooses, will be empowered to make once-a-decade changes to the Measure M expenditure plan. Beyond the assessment criteria laid out in the Measure M ordinance, this report takes a deeper dive into issues related to equity and Angelenos' quality of life. In this way, we're taking a fresh approach to looking at Measure M and its value to LA County taxpayers. We go beyond the dollars and cents to the way that Measure M affects people, their access to opportunity, and their quality of life.

In the following pages, you'll see how we've worked to adhere to the Measure M ordinance, adapt to changing realities, respond to decisions made by our Board and local leaders, and make progress on delivering the dozens of projects and programs Measure M funds. You'll also find information on how Measure M funds are being spent by localities and other local transit agencies, who serve millions of LA County residents beyond Metro's transit service area. And you'll find data on how our current and future transit and transportation projects funded by Measure M will open opportunities to LA County residents, no matter where in the county they reside.

I hope that this report becomes a valuable resource to you, and the members of our Measure M Independent Taxpayer Oversight committee as they proceed to do their work on behalf of LA County taxpayers. On behalf of the 11,000 people who work at Metro, and the tens of thousands of people who work on Measure M projects, thank you for taking the time to read this report, and for your ongoing efforts to support transit and transportation in LA County.

Sincerely,

Stephanie Wiggins
Chief Executive Officer



Union Station



Introduction

What is Metro's role in our quality of life?

“

“A good quality of life means being able to access necessities – social services, resources, different essentials you may need like health care, transportation, food and access to sources of personal joy.”

– Metro Youth Council Member, July 2022





The Measure M Five-Year Comprehensive Assessment and Equity Report is the first evaluation of the performance and impact of the overall Measure M program in its first five years (July 1, 2017 – June 30, 2022).

When voters approved Measure M in 2016, they gave a green light to a sales tax to reinvest revenues back into the local infrastructure and transportation system. The half-cent sales tax will provide a consistent revenue stream for Los Angeles to reinvest in the people that live, work, play and move in the region for decades to come.

Measure M outlined funding programs and major projects in the ordinance's Expenditure Plan, mapping a 40-year forecast to advance the eight Measure M goals:

- > **Improve freeway traffic flow**; reduce bottlenecks and ease traffic congestion.
- > **Expand the rail and rapid transit system**; accelerate rail construction and build new rail lines; enhance local, regional and express bus service; and improve system connectivity.
- > **Repave local streets, repair potholes, synchronize signals**; improve neighborhood streets and intersections, and enhance bike and pedestrian connections.
- > **Keep the transit and highway system safe**; earthquake-retrofit bridges, enhance freeway and transit system safety, and keep the transportation system in good working condition.
- > **Make public transportation more accessible, convenient, and affordable** for seniors, students, and the disabled and provide better mobility options for the aging population.
- > **Embrace technology and innovation**; incorporate modern technology, new advancements, and emerging innovations into the local transportation system.
- > **Create jobs, reduce pollution, and generate local economic benefits**; increase personal quality time and overall quality of life.
- > **Provide accountability and transparency**; protect and monitor the public's investments through independent audits and oversight.

The core focus of the report is mandated by Los Angeles County's Measure M Ordinance:

“Metro shall conduct every five (5) years a comprehensive review of all projects and programs implemented under the Plan to evaluate the performance of the overall program and make recommendations to improve its performance on current practices, best practices, and organizational changes to improve coordination.”

– Measure M Ordinance §8.h.4.B.

The Key Assessment Objectives for this report are designed to meet the ordinance requirements and consist of five specific action-based objectives:

- > Assess Metro's performance on the efficiency and effectiveness in delivering Measure M projects and programs
- > Identify and evaluate any potential barriers in the delivery of the Expenditure Plan
- > Identify and evaluate opportunities for process improvement
- > Identify and evaluate best practices to be used going forward
- > Identify and evaluate any organizational changes needed to improve coordination

A Focus on Equity

Adopted in 2018, Metro's Equity Platform guides equity implementation across the broad scope of the agency's work and services provided. While a moral imperative, advancing equity also improves health and economic outcomes for marginalized communities, by increasing access to education, economic opportunity, health and social services, and other quality of life resources. Los Angeles is a thriving, diverse, and innovative region, and equity focuses on providing access to opportunities for all people and communities.

Serving many roles, Metro is committed to assuring its social and environmental sustainability are foundational to Metro's values as an agency and understanding the needs of marginalized communities in LA to direct resources accordingly. Measure M represents a share of public dollars, generated by the people of LA, that can and should advance equitable processes and outcomes.

This report presents a fresh approach to assessing Measure M, introducing an equity focus. While funding revenues and expenditures are important to understand stewardship of taxpayer dollars, the assessment also looks at how these dollars can be translated into impacts on quality of life. Measure M contributes local funding power to a region that Metro serves through a vast scope of services, projects and programs, and the measure has been assessed within that broader context.

A Radical Shift

The assessment period of this report is most notably marked by the COVID-19 pandemic, which upended the way people approach health, work, and travel, and by extension, the patterns and values driving the transportation industry. At the same time, Metro was initiating the largest transportation investment program in the country, while it continued to fulfill its role as a regional service provider, employer, economic development catalyst and funder—all while elevating a commitment to equity.

The pandemic disproportionately impacted already-marginalized communities: relying heavily on essential and non-office workers, revealing disparities in broadband internet access, and increasing economic insecurity for renters and small business owners that further divided economic classes. Metro continues to have a role providing access to opportunities and resources to the people of Los Angeles, but advancing equitable outcomes must be intentional.

Despite these major changes, Metro persisted. The agency maintained transit service for those with few mobility options and fewer opportunities to “work from home” and continued project development and program management. This report illustrates how Metro responded, pivoted, and adapted to unprecedented change in a short period of time, and continues to respond after the five-year analysis period.

Assessment Summary

This report is a look back at the first five years of Measure M funding (July 2017 – June 2022). As part of the Measure M Ordinance, five objectives were identified for assessment and approved by the Metro Board in early 2023. Each objective is followed by key takeaways that emerged during the assessment.

1. Efficiency and effectiveness in delivery

In its first five years, Measure M has generated about 95% of forecasted revenue, over \$4B in local sales tax dollars. The program has also initiated mega capital and transit projects and secured funding for local jurisdictions, transportation agencies, and Metro operations. Over \$750 million has been sent to jurisdictions via Local Return, over \$811 million has been invested in Metro bus operations and regional municipal transit providers, and the Metro Subregional Program (MSP) has delivered \$185 million to local subregions.

Measure M has also sustained Metro's service and project delivery by strengthening LA's "local match" competitiveness for other grants, helping to leverage over \$3 billion in state and federal funding in the five-year period. The region's ability to demonstrate its local funding power has allowed Metro to pursue outside funding and project implementation strategically and efficiently. And while many factors have contributed to Measure M project changes, all Measure M projects under construction have successfully leveraged Measure M to obtain additional investment funding without increasing Measure M expenditures.

Beyond expenditures, the geographic distribution of Measure M projects (as seen in Figure i.i and Figure 5.6) is located near low-wage jobs and low-income residents at higher rates than other income groups, fulfilling mobility needs that connect people to economic opportunities and livelihoods. Measure M has also maintained funding for smaller but critical funding programs like Metrolink, Access Services, and fare subsidies that continued to support marginalized travelers throughout the tumultuous five-year period.

2. Potential barriers in the delivery

The COVID-19 pandemic disrupted every aspect of people's lives. Transit agencies saw dwindling ridership, except for essential workers and those without other mobility options, and have had to adjust to altered travel behavior for the foreseeable future. Transit ridership shifts required multiple and massive adjustments in both fleet and operator deployment to meet changing demands. New health and safety protections for both riders and operators and significant increases in cleaning activities required Metro staff to develop, deploy, and manage new protocols. Coupled with a nationwide shortage of transit operators, these conditions impacted Metro's transit service and slowed hiring of Metro staff.

The assessment period also saw other project risks that are more typical to project and program development, especially during early phases of project delivery. Unforeseen delays during environmental assessments and right-of-way acquisitions can have rippling effects on project costs and schedules. Ensuring a project meets specific community context and needs, such as alignment of a new rail corridor or robust community engagement, may also impact project scopes and designs. However, it remains much less costly to address these concerns early in a project development process rather than later, such as during construction.

Delivery of the Measure M Expenditure Plan has experienced various barriers, but Metro has adapted to disruptions and is embarking on responsive and innovative strategies for project delivery. The new Early Intervention Team (EIT) and methods of Alternative Delivery for projects are optimizing project phases where influence is greatest, while working with multijurisdictional partners to reduce project risks, costs, and delays. The impact of these adapted strategies will be critical to monitor in advance of future Measure M assessments.

3. Opportunities for process improvement

A five-year assessment is an opportunity to identify successful strategies to continue advancing, to change approaches that are not meeting expectations, and to refresh any frameworks to assess future progress. With Metro's role as a regional- and community-level partner, Measure M's project plans highlighted the need for and led to stronger coordination

and partnership with other agencies and local and state jurisdictions. Led by its focus on equity and customer experience, Metro has also further prioritized community engagement in project planning processes, which sometimes impacted early project schedules but focused on community input and ownership for stronger future project outcomes.

Metro is currently reassessing Measure M project and program baseline assumptions that will guide future process improvements. These adjustments will also be critical to monitor leading up to the next Measure M assessment, marking the first 10 years of the program.

4. Best practices to be used going forward

The tumultuous change that characterized much of the five-year assessment period has underscored the value of adaptability, partnerships, and equity for Measure M implementation. Metro has built strong data-tracking and collaboration tools to support project and program management, such as the Quality Assurance program and the Measure M Subregional MyGrants portal. Newer efforts will require future assessment, such as the Early Intervention Team and Alternative Delivery methods, but have shown preliminary success. Metro continues to work to incorporate equity into Measure M implementation, doubling down on reliable tactics, such as robust community engagement and equity data-driven service planning while initiating innovative ones, such as incorporating cultural competency strategies into project implementation for the East San Fernando Valley Light Rail Transit Corridor project.

5. Organizational changes needed

While Metro has adapted in response to the many external and internal changes, the foundational element for future success remains in having people to do the work. Early in the assessment period, the agency underwent a hiring freeze, an incremental return to hiring only essential positions, and incentivized retirement through Voluntary Separation Incentive Packages. Since then, Metro conducted a 2021 agencywide reorganization of major internal departments that consolidated departments to better coordinate, such as those that work on financial management and those whose “customers” are Metro employees. As part of Metro’s priority to restore service for riders, the agency initiated an aggressive bus operator hiring campaign that included employee referral bonuses, hiring events, and increases in operator

training courses. The agency has worked to streamline hiring processes where possible. The operator hiring push has shown early success, with transit service returning to pre-pandemic levels in late 2022 (shortly after the five-year assessment period). Metro has also focused efforts to rebuild office workers, and professional services staff. Future efforts to build back Metro’s workforce will have major impacts on Measure M implementation, including project budgets and schedules.

Assessment Conclusion

The Measure M Expenditure Plan was conceived as a road map to guide forty years of transit investment in LA County. The measure’s original eight goals ranged from reducing traffic congestion, to expanding regional transit and improving neighborhood streets, allowing Angelenos to get around more safely and easily. While Metro was able to shift gears in response to the COVID-19 pandemic and other impacts, the related disruption shifted the baseline for Measure M, as well as the future of Los Angeles. This five-year assessment has primarily shown that Metro made difficult course adjustments, while heightening its focus on equity and customer experience; however, the longer term successes of these adaptations remain to be measured. Closely tracking these in advance of the forthcoming decennial Measure M assessment will be critical to providing robust recommendations for any further adjustments to the Measure M program. Also, while these investments support mobility needs that connect people to opportunities and resources, further analysis is needed to fully understand how Measure M investments lead to benefits for lower-income communities.

Metro has advanced projects, programs, and services that address many of the Measure M goals, particularly congestion management, transit expansion, local infrastructure repair, and efforts around safety and affordability. The agency has also complied with FTA requirements on an annual assessment of the state of good repair, calculated job creation estimates for construction projects, implemented the first zero emission Bus Rapid Transit (BRT) vehicles and provided transparent accounting of Measure M investments during the first five years of funding. Further assessment is needed for some longer-term goals, such as resiliency and innovative technology. Much was accomplished before and during the pandemic, but there is more road to cover and Metro is primed to continue adapting and working to bring a world-class transportation system to every county resident, employee, traveler and visitor.

Measure M Capital Project Investments FY 18-22

Measure M Capital Project Investments, FY18-22

- — Transit Project
- — Highway Projects
- Active Transportation Projects
- Equity Focus Community (EFC)
- Metrolink Lines
- Supervisorial Districts

Metro Rail & Busway

- Metro Rail Lines
A B C D E K
- Metro Busways
G J

Subject to Change ©2023 LACMTA

The map displays five supervisorial districts: DISTRICT 1, DISTRICT 2, DISTRICT 3, DISTRICT 4, and DISTRICT 5. It shows the Pacific Ocean to the west and neighboring counties: Kern County to the north, Ventura County to the northwest, and Orange County to the southeast. Major highways (Interstates 5, 10, 15, 210, 405, 605, 710, 101, 138, 14, 57, 71, 60) are marked with their respective shields. Numbered green circles (1-10) indicate specific project locations. Yellow shaded areas represent Equity Focus Communities. Various colored lines represent different types of transit and transportation projects as defined in the legend.

Measure M Capital Project Investments FY 18-22

See previous page for related map

Transit Projects

- 1 North San Fernando Valley Transit Corridor
- 2 G Line Improvements
- 3 North Hollywood to Pasadena Transit Corridor
- 4 Sepulveda Transit Corridor
- 5 Purple (D Line) Extension Transit Project - Section 3
- 6 K Line Northern Extension
- 7 Crenshaw/LAX Transit Corridor
- 8 Airport Metro Connector
- 9 Vermont Transit Corridor
- 10 Foothill Extension

Highway Projects

- 1 High Desert
- 2 I-5 North Capacity Enhancements
- 3 I-405 Sepulveda Pass ExpressLanes
- 4 I-105 ExpressLanes
- 5 I-605 Hot Spots Program
- 6 SR-57/SR-60 Interchange Improvements
- 7 SR-71 Gap: I-10 to Rio Rancho Rd

Active Transportation Projects

- 1 LA River Path - San Fernando Valley
- 2 LA River Path - Central LA

Post Analysis Period

While this report's scope covers the first five years of Measure M funding (July 2017 – June 2022), Metro has led new and ongoing efforts as part of adapting and responding which falls outside of the assessment period.

- > The new Early Intervention Team was initiated in June 2022 and continues to focus on delivering capital projects more efficiently by influencing project scope and cost at early project phases.
- > A new Transit Ambassadors Pilot Program to support riders, connect them to resources, and to report maintenance and safety concerns launched in October 2022.
- > Metro completed a Gender Action Plan in October 2022 based on the recommendations from the 2019 Understanding How Women Travel study. This report is a crucial step in better understanding and better serving the needs and preferences of women, girls and other riders of marginalized genders.
- > In November 2022 Metro's ExpressLanes celebrated a 10-year anniversary of easing congestion for drivers via high-occupancy toll lanes and providing funding for transit and active transportation improvements in close proximity to ExpressLanes corridors.
- > Transit service was fully restored to pre-pandemic levels in December 2022 with improved frequencies designed per the NextGen Bus Plan.
- > Metro overhauled its annual budget approach to anticipate future fiscal deficiencies through an Equitable Zero-Based Budgeting process in FY23, incorporating an Equity Focus Communities (EFC) Budget Assessment to quantify Metro's budget that goes towards benefiting EFCs.
- > Additional public safety campaigns were launched in late 2022 and early 2023, promoting Metro's code of conduct and zero-tolerance for illicit drug use on the transit system.
- > Measure M's new Visionary Seed Fund programs \$20 million over 40 years. The first round launched in early 2023 with \$3 million available to fund pilot projects that test and assess strategies for growing ridership to pre-COVID levels and beyond.

Overall, Metro has drawn from lessons learned during the analysis period to reassess and update forthcoming financial assumptions for Measure M projects going forward. These examples illustrate the many ways Metro has course corrected to maintain progress towards Measure M goals and benchmarks. They will be important initiatives to incorporate tracking in future assessments of the Measure M program.

What's Inside

Measure M Five-Year Comprehensive Assessment and Equity Report





What's inside the report?

The report is organized by thematic section, with each section highlighting what was assessed, how that evolved from 2017-2022 and what Metro should be tracking going forward. The report follows five narrative themes:

- > **Stewardship** – How Metro handles the funds and resources it oversees
- > **Mobility** – How Metro is doing in its planned expansion and in providing transit services equitably
- > **Experience** – How Metro customers feel about safety, comfort, reliability and convenience
- > **Community** – How Metro supports livability in neighborhoods around stops and stations
- > **Regional** – How Metro's service sustainably connects to trends in the region

There are special notations for elements of the report that are directly related to the Measure M assessment criteria and objectives, most of which are contained in the Stewardship section. The report concludes with a review of the changes affecting the region, what Metro has done and is doing to adapt, a summary of this report's findings and recommendations as Metro looks ahead to the next five years.

How to read this report

Each of the section begins with an overview of the theme, showcase of key highlights, identification of what was assessed and discussion of what changed during the period of time since Measure M was passed.

Each section contains a series of two-page spreads that include the following pieces:

- > **Big Picture Question** – each spread begins by posing a question about Metro or the LA County context.

- > **Information and Summary** – underneath each big picture question is a summary of information and context that answers the question.
- > **Data and Graphics** – each page includes data and information related to the big picture question arranged in charts, maps and infographics. Depending on the source, some data may be aggregated by Fiscal Year/FY (July-June) or Calendar Year/CY (January-December). If the report uses the word “near” for transit access, it refers to a 1/4-mile walkshed for bus service and 1/2-mile walkshed for rail/BRT service.

There are also key call-outs that provide connections between the data collected with the broader context of Measure M and the communities Metro serves. These include:

- > **Measure M Assessment Criteria** – notes showing the amount of Measure M that is supporting projects or programs related to the data at hand.
- > **Measure M Goal** – look for this symbol, indicating information that addresses a Measure M Goal.
- > **Community Quotes** – quotes from the community engagement undertaken on this or other Metro projects.

Measure M projects and other Metro initiatives have continued to progress beyond the end of the five-year assessment period. Projects and route names in this report reflect updated information at the time of publication.

This report includes terms referring to race and/or ethnicity, mostly taken from source data such as U.S. Census categories or survey responses. The topic of racial/ethnic identity may often be more nuanced than these limited categories, and individuals may self-identify with a range of terms (Latinx, South Asian, Caribbean, etc.). For the purposes of this report, the following categories are used for consistency: Hispanic or Latino, Black or African American, White (Non-Hispanic), Asian or Pacific Islander, Native American, and More Than One Race, but when working directly with communities, Metro works to utilize terms that are desired and used by those we serve.

KEY OBSERVATIONS

Each page also includes key observations with an assessment of how well that item is going.

More of This

Program, project or progress deemed successful and Metro should continue implementation strategies

Checking In

Program, project or process is new or still underway and worth revisiting in future assessments

Adapting

Program, project or progress should adapt or continue adapting to forces affecting anticipated outcomes

What was assessed?

Measure M set into motion the largest infrastructure program in the country, with expansive goals to improve LA's complex transportation systems and improve the quality of life of people in Los Angeles along the way, with a projected \$121 billion investment in the Measure's first 40 years. This report is a look back at the first five years of Measure M funding (July 2017 – June 2022). It also introduces a refreshed perspective on Measure M, connecting investments with Metro's roles as a transit service provider, employer, economic development catalyst and funder in the region. Key assessment components include financial analysis, program management, project delivery, transparency and accountability, and quality of life impacts. This report does not assess an overall point-in-time comparison between 2017 and 2022, but rather tracks the arc of the first five years of Measure M and larger societal context through five key themes: **Stewardship, Mobility, Experience, Community and Regional.**

What should be tracked going forward?

This report is an initial assessment of Measure M's impact on the people of Los Angeles. It provides an opportunity to draw upon lessons learned from the five-year assessment period and refresh program measures of success leading up to the Measure M decennial assessment in 2027. When the Measure M Ordinance was adopted in 2016, it was anticipated that the Five-Year Assessment would analyze Metro's foundational efforts to deliver on Measure M's goals and Expenditure Plan. As the world has significantly changed since 2017, Metro has had to and must continue to adapt, both in the short-term response to the pandemic and in longer-term post-pandemic strategies for future program implementation. Metro has revised its foundational efforts, identified project efficiencies, and strategically leveraged Measure M's local funding power, which are further detailed in this report. Metro's

ongoing adaption to changes will be critical to continue serving as critical partner and provider throughout greater Los Angeles.

How was this report created?

The report team met with Metro staff, advisory committee members, and community-based organizations (CBOs) to get input on report topics, themes and Measure M progress. At the beginning of these efforts the project was named the Quality of Life Equity Report and in Winter 2022 the scope was expanded to include an assessment of Los Angeles County's Measure M Ordinance and Guidelines, eliminating duplicative agency work. The team presented to the Measure M Independent Taxpayer Oversight Committee (MMITOC) to solicit feedback and develop report objectives and criteria for this assessment. The input from those discussions and focus groups has provided continuity between the Measure M Five-Year Comprehensive Assessment Report and Equity Report, and the Quality of Life Report from 2017 that evaluated the effects of Measure R on the lives of county residents.

The project team utilized a Metro interdepartmental working group and key staff interviews to provide the context and data for Measure M progress and performance during the five-year assessment period. External stakeholder feedback was informed by a series of community and Metro Advisory Committee stakeholder focus groups conducted from fall 2022 to spring 2023 by the consulting team in conjunction with representatives from the Metro Office of Equity and Race. Outreach activities for the overall project can be generally categorized as Fall 2022 Community-Based Organization (CBO) Listening Sessions, Fall 2022 Advisory Committee meetings and Spring 2023 Update Meetings. Some of the comments and suggestions made by the Advisory Committees and CBOs were addressed. Comments and ideas captured in engagement meetings have been summarized in Appendix D.

MEASURE M ASSESSMENT CRITERIA



Look for this symbol, indicating data or information that addresses the Measure M Five-Year Assessment Criteria (see page 12)

MEASURE M GOAL



Look for this symbol, indicating information that addresses a Measure M Goal (see page 10)

COMMUNITY QUOTES



Insights from community members are shared throughout the report, and can be found between two lines with large quotation marks

METRO EQUITY PLATFORM

Metro is working to eliminate disparities and expand access and mobility to all.

Metro is committed to providing equitable service and project delivery, policymaking and resource distribution. This means accounting for the different histories, challenges and needs of communities across LA County.

Metro's Equity Platform, adopted by the Metro Board in 2018, is a framework that guides how the agency works to address inequities and create more equitable access to opportunity through four main areas of action. These areas are called the pillars of the Equity Platform:

- > Define and Measure
- > Listen and Learn
- > Focus and Deliver
- > Train and Grow

The Equity Platform is designed to inform, shape and guide every facet of the agency's business, on a continuing basis, to shape projects, investments and new initiatives.

What are Equity Focus Communities?

In 2019, Metro created its first equity tool under the Define and Measure pillar: the Equity Focus Communities (EFCs) map. This tool is updated every three years and helps us identify where transportation needs are greatest by considering concentrations of resident and household demographics associated with mobility barriers:

- > Low-income households earning less than \$60,000 per year
- > Black, Indigenous and/or other People of Color (BIPOC) population
- > Households that do not have a car

How does Metro use the EFC map?

A foundation of equity is prioritizing resources and services to those who need them the most. By using the EFC map to assess or prioritize our work, we strive to advance equitable service delivery, policymaking and resource distribution.

How is the EFC map updated?

The EFC map is updated every three years. In 2022, Metro updated the EFC map by creating the Metro Equity Need Index (MENI) using the same three sociodemographic criteria (income, race/ethnicity, vehicle ownership) used in 2019. The MENI allows for a more nuanced understanding of equity needs across the county by assigning an Equity Need Tier (Very High Need, High Need, Moderate Need, Low Need and Very Low Need) to every census tract. Within the MENI, the top two tiers (High Need and Very High Need) are designated as EFCs; these designated EFCs are displayed in the map on the next page.

Stewardship

Let's invest wisely in our transportation future.

Metro manages a large portfolio of physical assets, programs and plans, which is made possible because of its extensive workforce and strong local funding. Measure M is one of four sales tax sources that together comprise about half of Metro's annual budget. This locally generated revenue positions LA County as a competitive region for state and federal investment. However, Measure M isn't just a funding asset. Like Measure R (2008), revenues are programmed into ambitious infrastructure goals. Being a responsible steward of public funding requires Metro to carefully track internal and external programs, and monitor major trends, while remaining transparent to the communities and people it serves.

What was assessed?

Measure M proposed an Expenditure Plan built upon information available in 2015/2016. It was the first countywide revenue source with set-aside funds for active transportation, state of good repair and a Visionary Seed Fund. Assessing the first five years of Measure M revenues and expenditures, project delivery and program management requires heightened awareness of the changes facing LA County since that original Expenditure Plan.

How did that change from 2017-2022?

Prior to the COVID-19 pandemic, the Measure M Expenditure Plan was added to the agency's ongoing implementation portfolio, which included ongoing Measure R project delivery. Metro's elevated commitment to equity and compliance with SB743 requirements also drove investment priorities. After the pandemic began, the agency experienced decreased ridership, hiring freezes and other significant challenges. Throughout the eventful assessment period, Metro has adapted by implementing cost management strategies, while initiating new programs in response to broader changes and community input. With these changes comes an opportunity to revisit measures of success for Measure M project delivery and program management.



KEY QUESTIONS WE AIM TO ANSWER:

1. How has the local landscape changed since the original Measure M Expenditure Plan?
2. How is Metro managing the Measure M program?
3. How are Measure M projects adapting?
4. How do Metro's investments support communities across the county?
5. What funding has Measure M leveraged?
6. How is Metro meeting staffing and labor needs?
7. How is Metro reporting on Measure M progress and transparency?

Stewardship

How has the local landscape changed since the original Measure M Expenditure Plan?

The five-year assessment period was one of unprecedented change. A once-in-a-generation pandemic swept the globe and quality of life uncertainty became widespread as existing social disparities further widened. Zeroing in on Metro, transit ridership plummeted while lower wage essential workers relied even more on bus and rail. Housing insecurity increased, as did the prevalence of unhoused riders sheltering on transit, and the 2020 racial justice uprisings against police brutality challenged traditional approaches to public safety. The entire ecosystem around Measure M had shifted and Metro had to shift with it.

KEY OBSERVATIONS

- The COVID-19 pandemic required Metro to pivot to new project delivery strategies, just as early Measure M projects were finalizing scopes and budget.
- During the pandemic, Metro continued work on Measure M projects, following 2020 state guidelines categorizing construction as an essential service.
- The 2028 Summer Olympics and Paralympics announcement catalyzed an increased focus on project delivery and multijurisdictional coordination.

Figure 1.1
Measure M Tax Generation (in Thousands)

YEAR	SALES TAX REVENUE ¹
2018	\$826,969
2019	\$836,173
2020	\$820,724
2021	\$911,235
2022	\$1,089,933
TOTAL	\$4,485,034

¹ Based on a modified accrual basis of accounting

Figure 1.2

Major Contextual Milestones

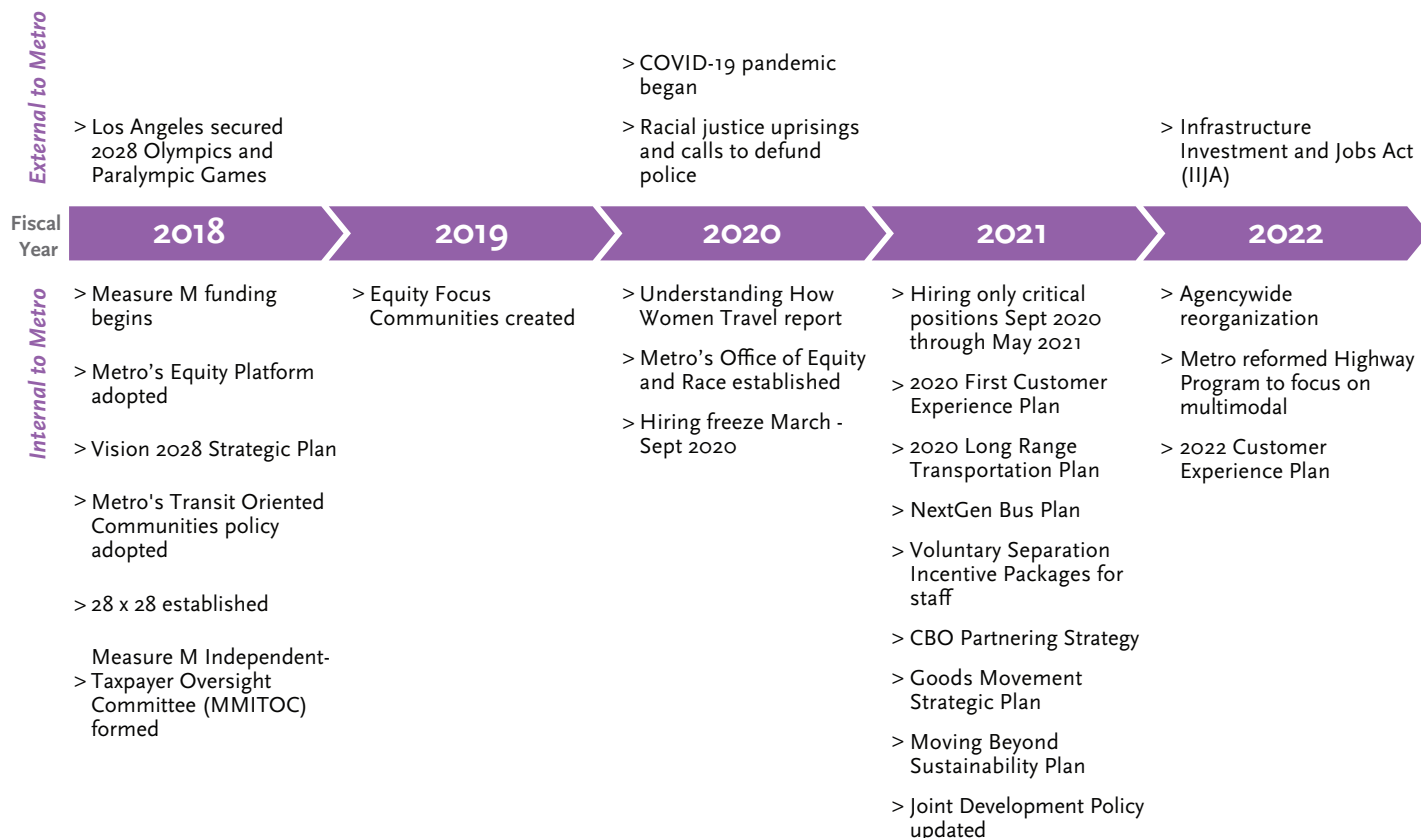


Figure 1.3

National Construction Cost Increases

Cumulative Increase in Construction Costs (Monthly)

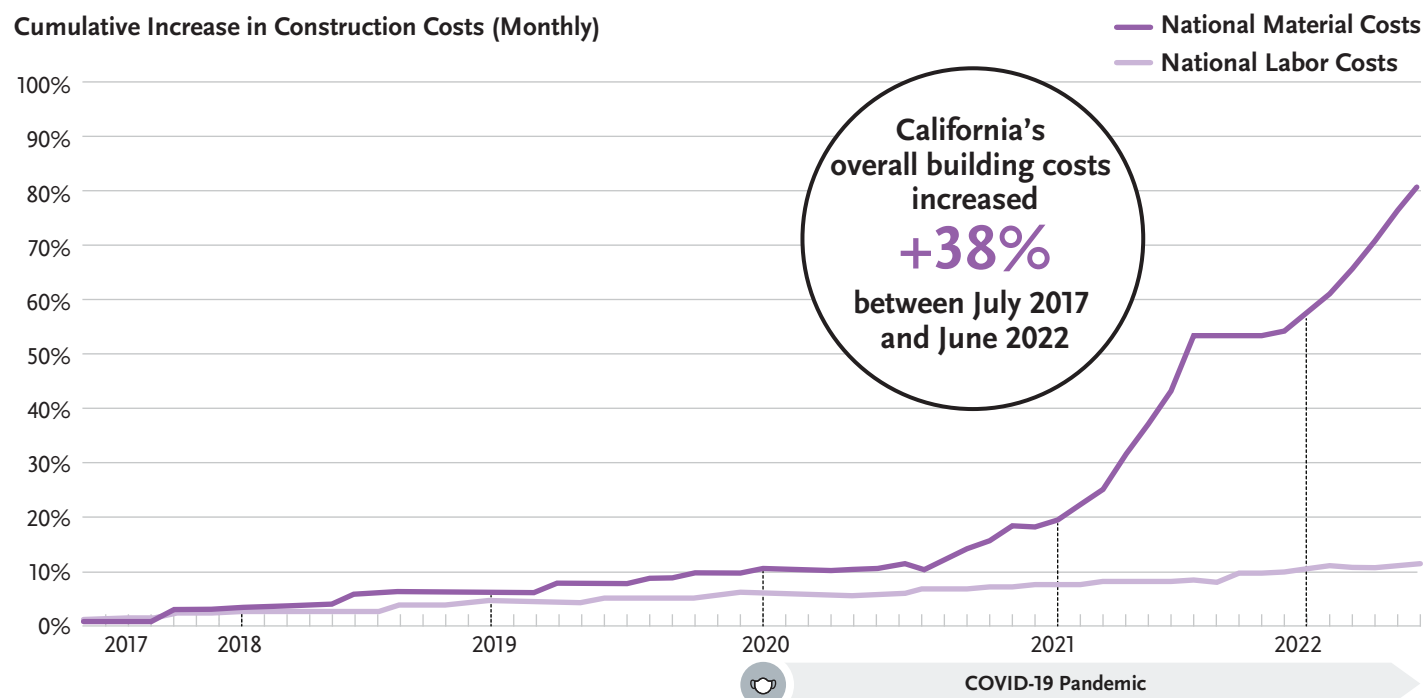


Figure 1.4

Construction Costs Outpacing the Market

- > The January 2022 consumer market inflation rate of 7% (the highest since 1982) was lower than the construction inflation rate of 8%
- > Since the passage of Measure M, construction costs have outpaced consumer market inflation
- > Over the past 10 years, increase in construction prices are near double the consumer market inflation rate

Percent Change in 1-Year, 5-Year and 10-Years by Index

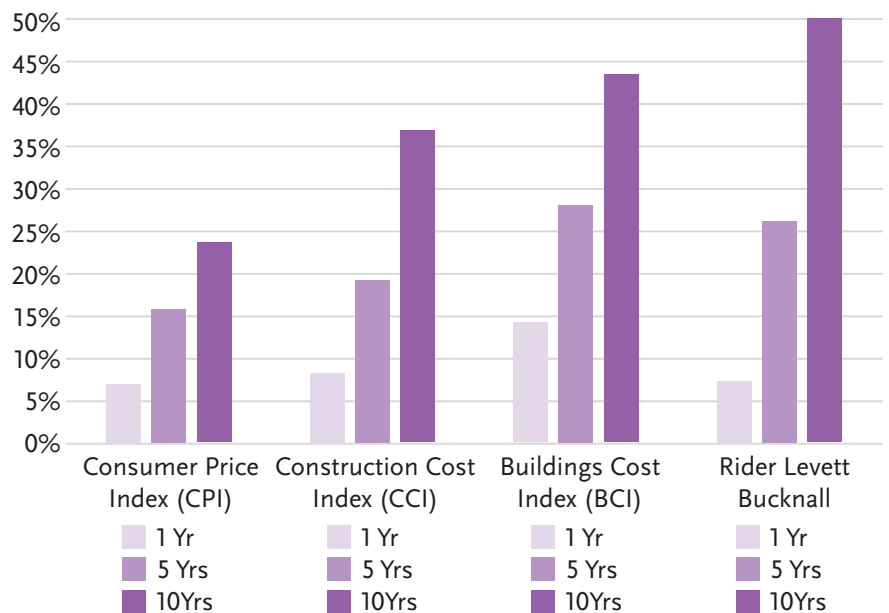


Figure 1.5

Continued Increase in Materials Prices

- > Majority of materials prices jumped in 2021
- > Lumber prices have been normalizing
- > Key drivers increasing the price of steel products:
 - High demand
 - Tariffs
 - Supply chain issues
 - Consolidation in the industry

Changes in Materials Cost as of February 2022

■ Percent Change (12 months)
■ Percent Change (6 months)

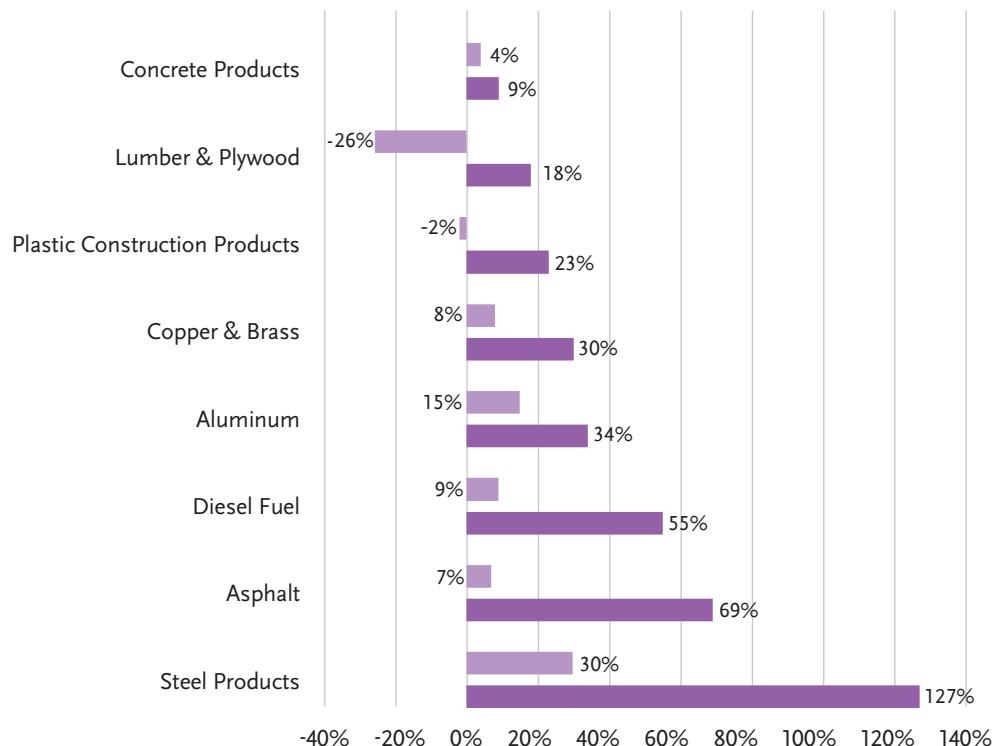


Figure 1.6

Comparison of Bid Prices and Construction Costs

- > Cost of construction increased by 20% in 2021
- > Bid prices increased by 13% in 2021
- > In the last four months of 2021, bid prices jumped by 7%
- > Contractors are passing along higher costs to owners



While only a few Measure M-specific projects are in construction, the current cost and labor landscape helps agencies like Metro determine what will be needed for new projects as they are planned, estimated and constructed.

Bid Prices vs Cost of Construction

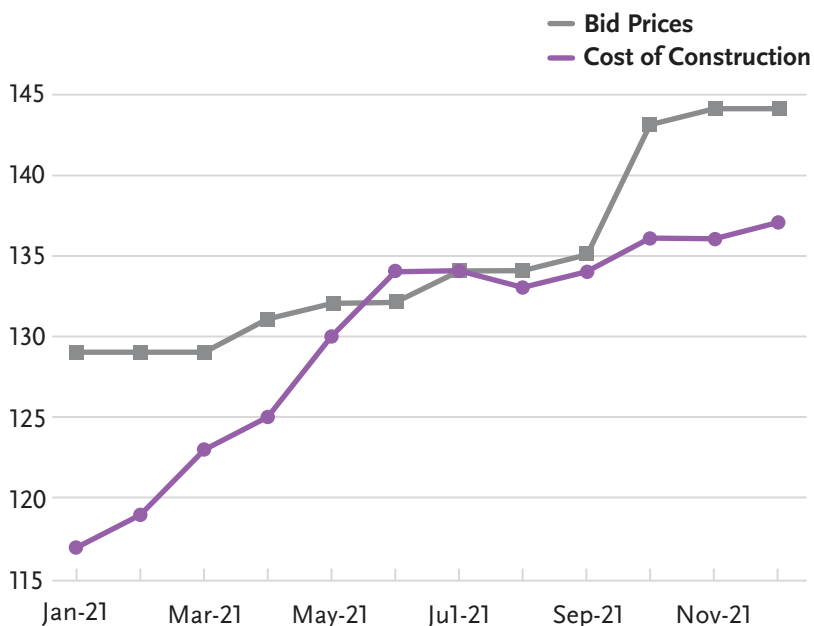


Figure 1.7

Workforce Survey Results

Associated General Contractors of America (AGC) surveyed contractors with the following results in 2021:



86% of contractors are having a hard time filling positions.

72% of contractors are having a difficult time finding quality workers.

61% of contractors say shortage of workers resulting in delays

Stewardship

How is Metro managing the Measure M program?

The majority of Measure M funding is restricted for capital projects. In the first five years of the program, Measure M generated over \$4 billion, or approximately 95% of forecasted revenue. This period was also marked by many internal and external drivers that shifted capacity and prioritization for project and program delivery. During this time, the agency implemented new program management strategies to address challenges, such as incorporating more conservative contingency and escalation rates into project budget management. Other challenges remain, including staff shortages and managing project costs and schedules. These issues also impacted Measure M subrecipients, such as subregions and local jurisdictions. Resolving staff issues will continue to be a priority for Measure M implementation as well as tracking new approaches to program management. Notably, Measure M has strengthened Metro's ability to compete for state and federal funding, which totaled \$3 billion in the assessment period. Measure M is also the first local transportation sales tax to provide set-asides for state of good repair and active transportation programs.

KEY OBSERVATIONS



A combination of challenges impacted Metro's overall structure of project delivery, leading Metro to modify Measure M project scopes, schedules and budgets as necessary.



Metro has a robust program management approach that has adapted to changing economic conditions and staff shortages.



Measure M has contributed to a strong local funding source, which has provided subsidies to local jurisdictions and helped leverage over \$3 billion in state and federal funds.

Figure 1.8

Program Management at Metro



Metro developed a Program Management Plan to serve as a strategic framework for Measure M Capital Project Delivery in 2016. Metro's approach to program management over the past five-year period included an organized set of strategic approaches, including:

<p>Organizational Approaches</p> <p>Staffing plan and project organization in a matrix format, led by a carefully selected Project Director/Manager. Involving the people with the right expertise for every aspect of the job is a key part of this approach.</p>	<p>Integrated Project Management Office (IPMO)</p> <p>For large projects, Metro utilizes the IPMO throughout the project delivery, where all key personnel work. It is located in the field along the construction project and enables project personnel to be co-located with the contractor and in the community where the project is being performed.</p>	<p>Tunnel Advisory Panel (TAP)</p> <p>The TAP are nationally and internationally recognized professionals with expertise in tunneling, excavation methods, geotechnical and seismic issues, and other related topics. TAP members have a dual role, providing independent and ongoing strategic oversight of key technical issues while providing expert advice to the project teams on specific issues.</p>	<p>Partnering</p> <p>Partnering is a process where all parties working on a project, especially Metro and the contractors, agree to work collaboratively in the best interests of the project and define a process for expeditiously addressing issues that can affect the project budget and schedule.</p>
<p>Annual Program Evaluation (APE)</p> <p>The APE initiative is a comprehensive evaluation of capital projects in the Program Management Department. Given the challenges of managing a multi-billion dollar capital program, a comprehensive review of the risks associated with the cost and schedules of the program is done on an annual basis.</p>	<p>Project Delivery Methods</p> <p>It is important that the appropriate project delivery method be applied to each project. Metro has typically utilized either design-bid-build (DBB) or design-build (DB). There are other methods that Metro considers for projects as well, including Progressive-Design-Build and Construction Manager/General Contractor (CM/GC), which are Alternative Delivery methods.</p>	<p>Project Readiness</p> <p>The Program Management Department ensures that the key elements of a project are in place before starting, and particularly before awarding contracts by developing a checklist. Items on this may include planning document completion, project charters in place, staffing plans and strategies in place, required consultant support contracts in place, and any advance utility relocations.</p>	<p>Lessons Learned</p> <p>Lessons learned are critical in any organization that strives for continuous improvement. Lessons learned assure that best practices are incorporated as an ongoing way of doing business and that negative outcomes are understood and not repeated. Lessons learned must be adequately documented and disseminated throughout the organization in order to be effective.</p>

Metro has reported regularly and consistently on the status of the Measure M program and its projects. During the analysis period, Measure M project status was reported to Metro Board committees monthly, to the Measure M Independent Taxpayer Oversight Committee quarterly, and the Metro Board of Directors annually. There is also a quarterly progress report published. Reported topics include project budget and schedule status, relationship to EFCs and general update notes.

Figure 1.9

Quality Assurance and Management



Metro's overhauled Quality Management Oversight (QMO) Program began in 2019. It is a performance-based approach for overseeing Capital Program projects. The QMO Program follows industry standards, project oversight best practices and integrates QMO database workflow technology. The QMO Program includes consistent processes and procedures for project teams to assess, measure, report and accept the contracted work. This method of owner oversight is progressively becoming a best practice in the transportation industry for Metro and in North America.

Figure 1.10

Project Change Orders



Change orders in excess of \$500,000 and within the Life of Project budget are reported to the Board quarterly. Categories of change orders include betterment, third party administration, differing site conditions, regulatory requirements, scope, value engineering and safety.

Over the five-year assessment period, top reasons for construction change orders have been:



Differing site conditions, such as soil contaminants that may not be discovered until new construction begins



Third-party coordination, which has become even more paramount since Measure M and Metro has worked to fortify relationships and communication with third-party agencies such as local cities and agencies



Added scope results from the above and other construction realities that may be unknown during project planning, requiring change orders

Ratios for change order reasons vary widely by project due to differences, such as site conditions, third party agreements, scope changes, safety issues, and other requirements.



Efforts have been made to streamline and expedite change orders as the need for them arises.

Contractors working on Metro projects have indicated that the time in processing changes is a significant cost and schedule risk. Any extended time in processing changes also puts subcontractors, including Disadvantaged Business Enterprises (DBEs), at risk of not receiving timely payment for work performed.

In 2017, a pilot program was established to delegate authority to the CEO for change orders within the Board-approved Life of Project budget in order to streamline the process. In 2018 the pilot became a permanent change order approach and expanded to all Transit and Regional Rail Capital Projects. As of FY22, this approach is estimated to have saved up to 1,992 concurrent workdays or concurrent 7.6 years, aggregated across the program.

The Office of the Inspector General (OIG) reviews these change orders and also reports quarterly to the Board.

Overall, change order reporting during the assessment period has been adequate and Metro continues to work to minimize the impacts from change orders through funding and program management strategic initiatives mentioned in this report.

Figure 1.11

Metro Staffing Resources



While staffing needs for implementing Measure M projects were initially forecasted at a 50/50 split between staff and contractors, actual ratios have relied more on contractors due to internal staffing shortages and hiring freezes. Reliance on contractor services has impacted initial project budget forecasts. To meet this increase, Metro has leveraged state and federal resources through Measure M's local match strength without increasing Measure M expenditures. Currently all Measure M projects undergoing engineering and construction are operating within budgets.



Figure 1.12

Developing and Implementing Measure M Projects and Programs



Development of the Measure M program and Expenditure Plan provided a path for Metro to lead implementation of the largest infrastructure program in the country. As early as 2018, construction market analysis identified a potential labor shortage to meet estimated regional construction labor demand. Throughout the assessment period, Metro identified ways to adapt project development and implementation, as described throughout the Stewardship section of this report. Because Measure M has strengthened Metro's local match for competitive grants, overall funding sources to accomplish the Expenditure Plan have met project needs.

Case study

Infrastructure Investment and Jobs Act (IIJA)

Metro specifically pursued federal funding through the 2021 Infrastructure Investment and Jobs Act (IIJA) for Measure M major capital projects: West Santa Ana Branch (WSAB) and East San Fernando Valley Light Rail Transit (ESFV LRT). This strategic decision exposed Metro to less risk than other federal opportunities as the funds were part of legislation rather than annual grant opportunities. Metro's success in pursuing these funds have leveraged IIJA resources to help with growing costs of existing projects.

Case study

Metro Subregional Program (MSP)

In its role as a regional funder, Metro has passed through \$185M to the nine subregions for local transit, highway and active transportation projects through the Measure M Multi-Year Subregional Program (MSP). While local jurisdictions have ultimate control over how subregional dollars are spent, Metro has consistently reported on subregional funds spending, programming and obligating to the Metro Board. Metro has also developed a live dashboard tracker to monitor progress of subregional projects, programmed funds and expenditures. Further details on MSP project progress can be found on page 44.

Case study

Metro Operations

Measure M has generated nearly \$1.2B in funding allocations for operations and state of good repair during its first five years. While these funds have undoubtedly boosted the agency's operations and maintenance budget, it will be critical to track the capacity of these allocations to provide safe, clean and reliable transit service for Measure M's planned transit capital improvements. Customer experience has become a critical measure for the transit industry's recovery from pandemic ridership decline. Ongoing assessment of Measure M's contributions can shed light on the sufficient level of investment to operate and maintain a high-quality system.

Figure 1.13

Forecasted and Actual Revenues (in Millions) by Fiscal Year

	FY18	FY19	FY20	FY21	FY22	TOTAL
Forecasted Revenue	\$864	\$902	\$939	\$977	\$1,015	\$4,697
Actual Revenue¹	\$827	\$836	\$821	\$911	\$1,090	\$4,485
Forecast-Actuals Variance (\$)	\$(37)	\$(66)	\$(118)	\$(66)	\$75	\$(212)
Forecast-Actuals Variance (%)	(4%)	(7%)	(13%)	(7%)	7%	(5%)
Expenditures	\$397	\$601	\$897	\$879	\$641	\$3,417

¹ These actuals are from the Measure M Financial and Compliance Assessment, based on a modified accrual basis of accounting, found in **Appendix B**.

Figure 1.14

Measure M Accounting of Expenditures and Distributions (in Thousands) by Fiscal Year

	FY18	FY19	FY20	FY21	FY22
PROGRAMS	ACTUAL	ACTUAL	ACTUAL	ACTUAL	ACTUAL
Metro Rail Operations¹	\$25,499	\$56,799	\$42,616	\$38,515	\$46,135
Transit Operations²	\$147,669	\$168,635	\$184,746	\$133,061	\$176,973
ADA Paratransit³	-	\$25,816	\$13,696	\$25,827	\$38,128
Transit Construction	\$57,778	\$170,340	\$476,790	\$444,374	\$470,786
Metro State of Good Repair	\$15,036	\$19,353	\$8,992	\$17,992	\$5,223
Highway Construction	\$80	\$7,386	\$28,506	\$41,766	\$116,046
Metro Active Transportation Program	\$3,450	\$9,794	\$3,848	\$7,450	\$11,449
Local Return	\$138,476	\$140,017	\$137,589	\$152,427	\$182,509
Regional Rail⁴	\$8,058	\$8,085	\$8,502	\$15,012	\$4,597
Total Program	\$396,046	\$606,225	\$905,285	\$876,424	\$1,051,846
Administration	\$1,072	\$3,759	\$5,889	\$3,415	\$3,842
Federal COVID Recovery Reimbursement^{1,2}	-	-	-	-	\$(414,511)
Miscellaneous Adjustments^{3,4}		\$(8,058)	\$(13,876)		
TOTAL	\$397,118	\$601,926	\$897,298	\$879,839	\$641,177

¹ Amount of \$46,135 in FY22 is before \$81,981 of Federal COVID Recovery reimbursement (Stimulus Relief). The \$81,981 of reimbursement recorded in FY22 relates to costs incurred in FY20 through FY22. Net after reimbursement results in year-end balance of \$(35,846).

² Amount of \$176,973 in FY22 is before \$332,530 of Federal COVID Recovery reimbursement (Stimulus Relief). The \$332,530 of reimbursement recorded in FY22 relates to costs incurred in FY20 through FY22. Net after reimbursement results in year-end balance of \$(155,557).

³ Amount of \$13,696 in FY20 represents expenditures incurred for that year that got billed in subsequent years. Net after adjustment results in year-end balance of \$(180).

⁴ Amount of \$8,085 in FY19 represents expenditures incurred for that year that got billed in subsequent years. Net after adjustment results in year-end balance of \$27.

Figure 1.15

Measure M State of Good Repair



> Metro reports annually on the state of its assets to the Federal Transit Administration (FTA). Per the FTA, an asset is in a State of Good Repair if it meets the following standards:

- The capital asset is able to perform its designed function
- The use of the asset in its current condition does not pose an identified unacceptable safety risk; and
- The lifecycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation and replacements.

> Figure 1.15 shows that Metro has generally and consistently met or exceeded FTA targets for bus and rail asset performance measures, with few exceptions, during the assessment period.

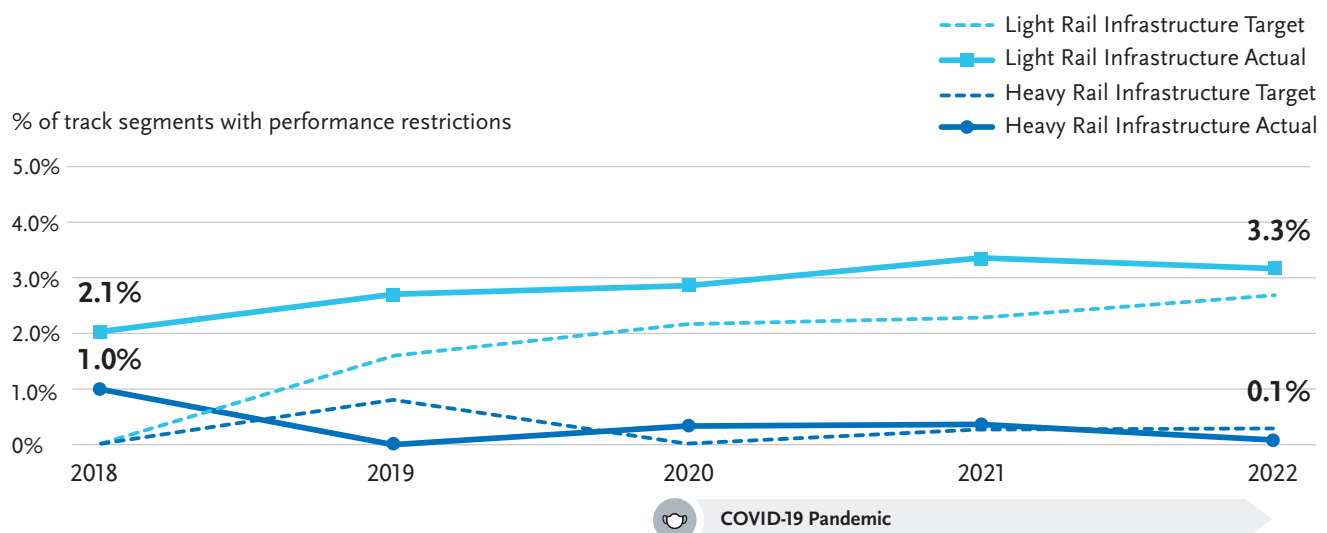
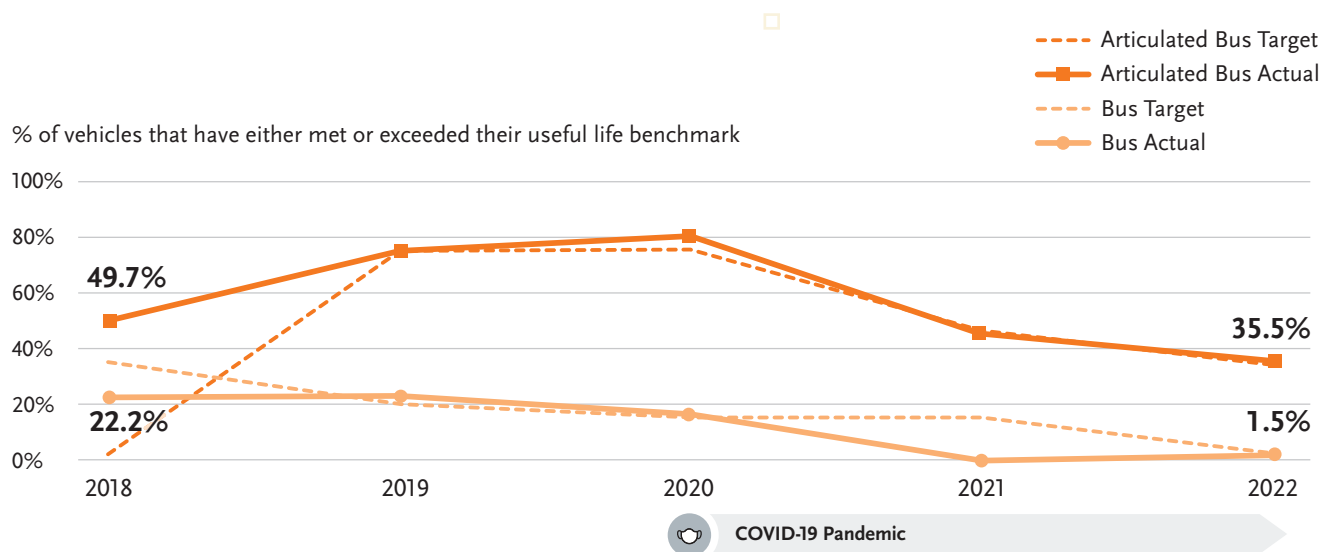


Figure 1.16

Measure M Active Transportation Program



- > Measure M is the first sales tax measure in LA County to dedicate funding for active transportation. The Expenditure Plan outlines a set of investments in the LA River Bike Path. The project closes a gap in the existing path of approximately 8.5 miles mostly through downtown Los Angeles. This project requires regular coordination with numerous public agencies and private owners as it crosses several local jurisdictions.
- > During the five-year assessment period, Metro completed conceptual design for five project alternatives which were narrowed down to three alternatives. Project design met state thresholds to allow environmental clearance through the state's CEQA process, retaining the ability to subsequently choose between the three alternatives. The project is included in the overall agency reassessment of Measure M project budget and schedule baselines, based on new project information and major contextual change since 2016.
- > The Expenditure Plan also designates the Metro Active Transport, Transit, First/Last Mile (MAT) Program, a competitive funding opportunity for local jurisdictions which focuses on advancing Metro's Active Transportation Strategic Plan and Equity Platform framework. Proposed projects within Equity Focus Communities (EFCs) were assigned additional points as part of the evaluation process. Cycle 1 solicitations were opened in 2020. Five active transportation corridor projects and 11 first/last mile projects were awarded in 2021.

Measure M Expenditure Plan Project/Program (in Millions)

FY18-22 Expenditures (2015 \$)

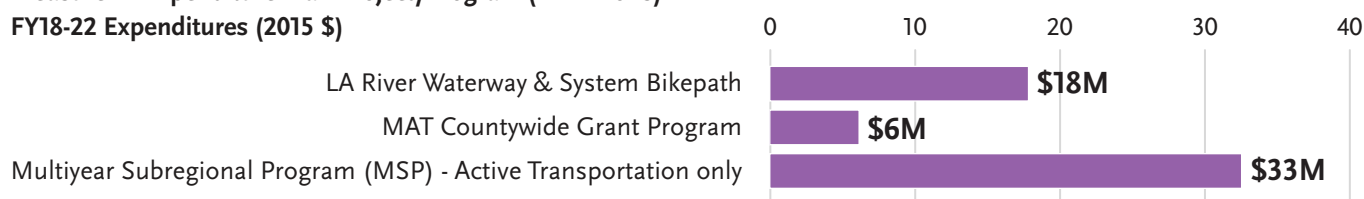


Figure 1.17

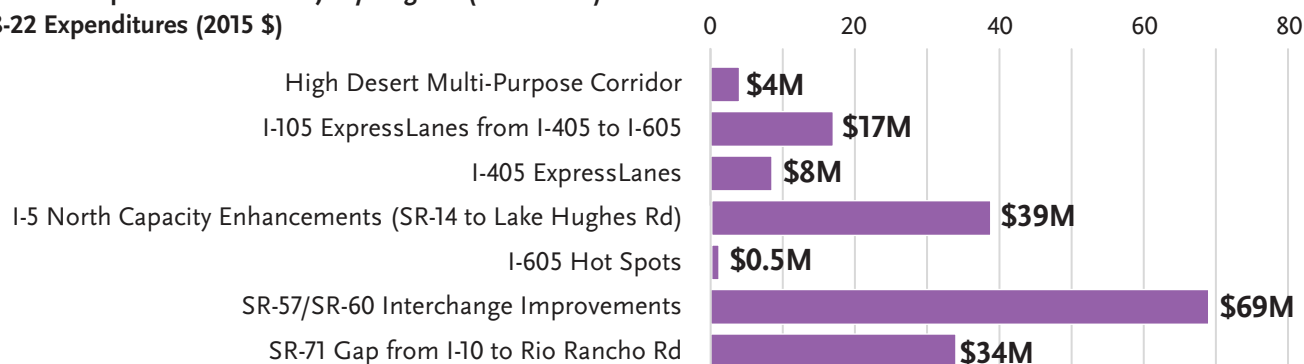
Measure M Highways Program



- > The Measure M includes several highway improvement and expansion projects, five of which had expenditures during the first five years of the sales tax measure. During this time period, Metro took steps in reforming the highway program, moving their administration to the department of Countywide Planning and Development. The goal of doing so was to encourage more multi-modal thinking and approach to projects of all types.

Measure M Expenditure Plan Project/Program (in Millions)

FY18-22 Expenditures (2015 \$)





Stewardship

How are Measure M projects adapting?

In 2016, the Measure M Ordinance laid out an ambitious Expenditure Plan, including estimated project dates and forecasted budget amounts. Then, only five of the 45 major projects listed in the Measure M Expenditure Plan had completed early project phases that included preliminary planning or required environmental review. By the end of FY22, Metro had finalized scopes for nine Measure M projects through environmental review processes, included budget contingencies to support project delivery, and evaluated numerous reasonable project options to ensure the measure’s investments fund locally preferred project alternatives. Additional project scopes and budgets are anticipated to be finalized ahead of the next Measure M assessment and projects currently in construction are generally expected to be implemented within the three-year opening date range outlined in the Measure M Ordinance. Project delivery risks at all project phases are anticipated to continue adding variation to project implementation just as Metro anticipates continuing to mitigate these risks.

KEY OBSERVATIONS

 A number of project delivery risks have presented themselves, including significant project scope adjustments due to accommodations to local government and stakeholders, and unforeseen conditions.

 Metro has managed these risks by strategically leveraging funding opportunities and transitioning projects to phases for more accurate plans and forecasts.


 A majority of assessed Measure M major projects with updated project schedules and costs have an expected opening date within the Ordinance’s three year opening date window.

Figure 1.18

Examples of Project Delivery Risks

Capital Construction Project Delivery Risks

- > Third party (utilities and authorities having jurisdiction)
- > ROW (cost and delayed acquisitions)
- > Utility adjustments
- > Cost escalation

Planning and Environmental Project Delivery Risks

- > Property acquisition issues
- > Potential budget shortfalls due to project scope change
- > Making time for additional or improved community engagement
- > Approval of variances or addressing right-of-way issues
- > Unforeseen delays in the environmental assessment phase

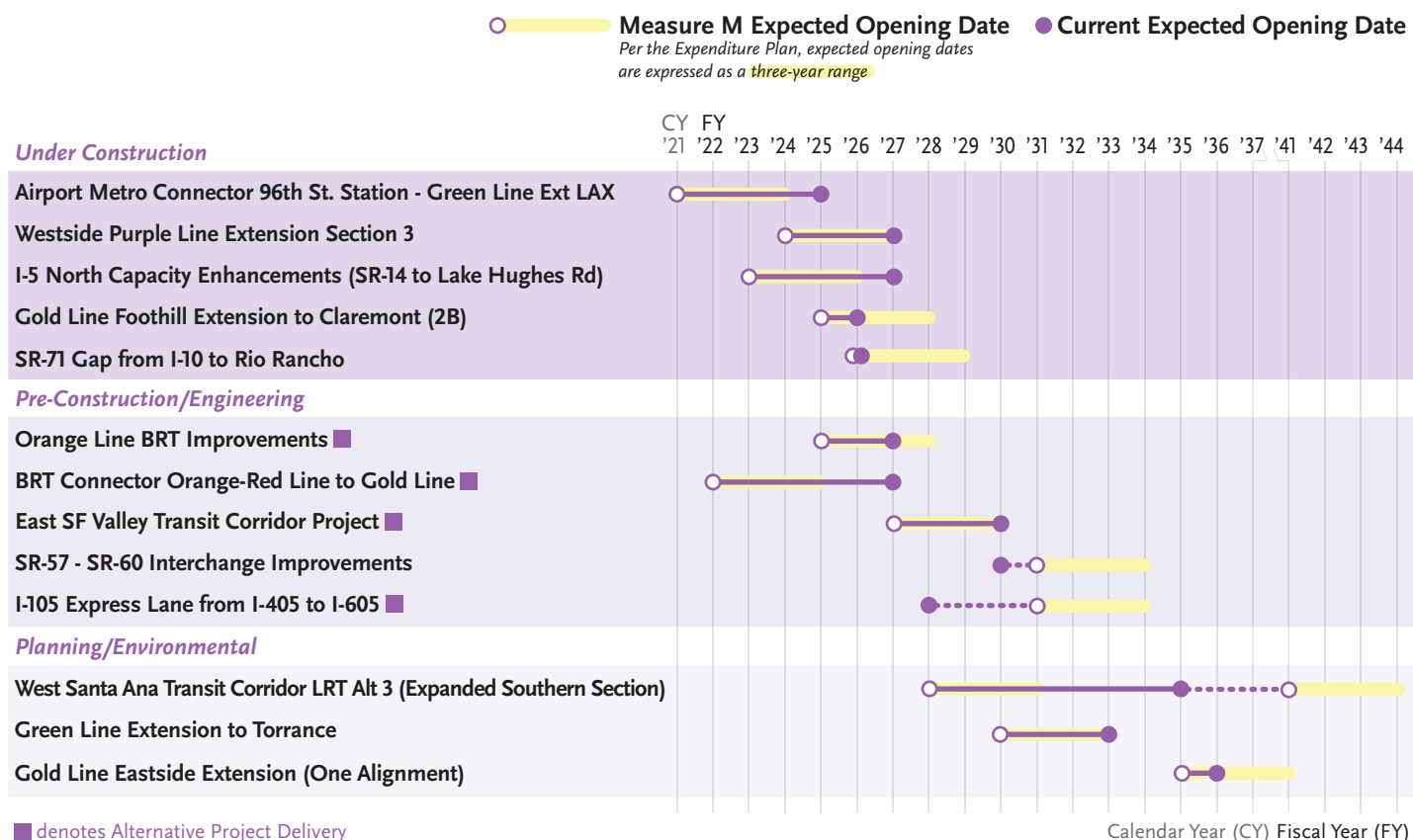


Figure 1.19

Measure M Major Project Progress¹

Progress of Measure M projects in this assessment have been impacted by a range of factors, such as the contextual milestones (Figure 1.2) as well as typical project variables described later in this section. These changes have led Metro to evaluate numerous reasonable alternatives within a number of the Measure M project corridors.

Project costs and schedules are most greatly influenced when scope changes are made to address third-party requests, or additional work is needed that was not initially expected. Metro has, and continues, to work to balance project impacts during these early phases.



¹ Projects are using Measure M expenditure names, not current public-facing project names. These updates are as of end of FY22 and are subject to further adjustments. Measure M projects not included in this list are still in early feasibility and estimating phases, have pending project cost or schedule information, and/or slated to begin in future years. These updates are as of end of FY 2022 and are subject to further adjustments.

Example of Changing Project Needs and Delivery

Case study

West Santa Ana Branch

The planned West Santa Ana Branch (WSAB) corridor project is an example of how project delivery can be impacted by a number of factors during a project planning/environmental phase. The project underwent rigorous environmental review and stakeholder engagement to ensure it was the best fit for the community and environment. The selected “Locally Preferred Alternative” alignment for Phase 1 of the project was extended by over seven miles, more than twice the original segment length.

Another factor affecting project delivery is stakeholder engagement, which was very robust for the WSAB Project and included outreach to residents, elected officials, and city staff in 10 local jurisdictions throughout downtown and Southeast LA. The project also interfaced with Union Pacific Railroads (UPRR) and Ports of Los Angeles and Long Beach (“Ports”), requiring additional coordination and studies.

While not one single factor has impacted the WSAB project cost and schedule, the project’s history and the history of Measure M illustrate how an ecosystem of risks and variables can impact project delivery, especially coordinating and reacting to multiple stakeholders, such as UPRR, Ports, Caltrans, USACE, local jurisdictions, and the Metro Board.

Case study

Purple Line Extension

While there are fewer opportunities to impact projects during the preliminary engineering phases, Metro was able to accelerate the opening date of PLE 3 through strategic project segmentation and leveraging Measure M for federal funding.

When the Purple Line Extension project was included in the 2009 Long Range Transportation Plan (LRTP), the project was split into three sections, with Section 2 anticipated to open in 2026 and Section 3 in 2036. The 2009 LRTP indicated all three to be funded by Measure R and other local, state and federal funding. In 2016 Measure M provided an additional funding source for Section 3 and subsequently relieved Measure R from having to fund Section 3 and focus only on Section 1 and 2. This Measure M funding also moved the completion date for Section 3 up from 2036 to 2027.

The passage of Measure M and the strategic decision to construct the Purple Line Extension in three sections ultimately resulted in several efficiencies for the overall project delivery, including:

- > Requesting three separate New Starts grants from FTA allowed for the federal funding to be spread out over a longer period of time.
- > Issuing three Section Design/Build RFP contract packages instead of one huge contract package increased the number of prospective bidders and made the bidding more competitive.
- > Segmentation of the project, from a construction point of view, made it easier to manage risk.

Figure 1.21

Measure M Major Project Cost¹



Metro has also launched project delivery strategies to identify cost and schedule savings during different project phases, including the Early Intervention Team (early phases) and Alternative Delivery (early/mid phases). The Early Intervention Team was initiated by the Metro Board in June 2022, to identify project risks early in a project lifecycle, with progress on these efforts occurring outside of the five-year assessment period. It will remain a critical strategy to monitor for reducing project risk and improving project delivery going forward.

	Measure M Expenditure Plan Cost (2015 \$M)	Measure M Expenditure Plan Cost (YOE \$M)	Most Recent Cost Estimate (YOE \$M)	Change Between Measure M Expenditure Plan and Most Recent Cost Estimate (YOE \$M)	Percentage Change
Under Construction					
Airport Metro Connector 96th St. Station - Green Line Ext LAX	\$581	\$630	\$899	\$269	43%
Westside Purple Line Extension Section 3	\$1,980	\$2,659	\$3,244	\$585	22%
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd)	\$784	\$833	\$679	(\$154)	(18%)
Gold Line Foothill Extension to Claremont (2B)	\$1,097	\$1,233	\$1,574	\$341	28%
SR-71 Gap from I-10 to Rio Rancho ²	\$275	\$347	\$514	\$169	48%
Pre-Construction/Engineering					
Orange Line BRT Improvements ³ ■	\$286	\$321	\$392 – \$511	\$71 – \$190	22% – 59%
BRT Connector Orange-Red Line to Gold Line ³ ■	\$267	\$283	\$263 – \$386	(\$20) – \$103	(7%) – 36%
East SF Valley Transit Corridor Project ■	\$1,331	\$1,584	\$2,811 – \$3,575	\$1,227 – \$1,991	77% – 126%
SR-57 - SR-60 Interchange Improvements	\$770	\$1,031	\$445	(\$586)	(57%)
I-105 Express Lane from I-405 to I-605 ■	\$175	\$228	\$780 – \$1,000	\$552 – \$772	242% – 339%
Planning/Environmental					
West Santa Ana Transit Corridor LRT Alt 3 (Exp. Southern Section)	\$2,518	\$3,780	\$7,120	\$3,340	88%
Green Line Extension to Torrance	\$891	\$1,265	\$1,967 – \$2,963	\$702 – \$1,968	55% – 134%
Gold Line Eastside Extension (One Alignment) ⁴	\$3,000	\$4,531	\$7,895	\$3,364	74%

■ denotes Alternative Project Delivery

¹ Measure M projects not included in this list are still in early feasibility and estimating phases, have pending project cost or schedule information, and/or slated to begin in future years. These updates are as of end of FY 2022 and are subject to further adjustments.

² The Project was split into two segments (SR71 North & SR71 South). The North Segment is currently in Pre-construction/Engineering phase.

³ Based on current analysis, the estimated cost of the project could increase, which would require that Metro evaluate scope reductions, including third-party requirements, value engineering, offsetting cost reductions for Metro projects in the same corridor and subregion, and local funding, in accordance with Metro's cost management policy.

⁴ The Eastside Transit Corridor Phase 2 project has been split into two phases (Phase 1: IOS/LPA to Greenwood Station in Montebello, and Phase 2: the further continuation east to Lambert Station in Whittier). The refined project cost is for the IOS/LPA to Greenwood Station in Montebello, with Total (LOP) cost including future extension to Lambert Station in Whittier.

Alternative Delivery methods such as Progressive Design Build (PDB) and Construction Manager/General Contractor (CM/GC) are qualifications-based and collaborative project delivery processes that are designed to foster collaboration between the project owner, designer, contractor, and third parties to drive efficiency and reduce project costs and schedules. Primary goals for employing Alternative Delivery methods are to improve the overall project costs, schedule, efficiency, and project results through early collaboration with the construction industry, value engineering, stakeholder collaboration and intrinsic constructibility reviews.

Alternative Delivery methods enable implementing agencies, such as Metro, with more opportunities to adjust project costs through frequent collaboration that can identify efficiencies, making these strategies valuable tools for multijurisdictional collaboration and adaptable project implementation. Metro is using these delivery methods on Measure M projects, including Orange Line BRT Improvements, BRT Connector Orange/Red Line to Gold Line, East San Fernando Valley Transit Corridor project, and I-105 ExpressLanes. The adaptable nature of Alternative Delivery explains why these projects show a project cost range, rather than fixed amount, as shown in the figure above.

Figure 1.22

Selected Major Project Status Updates

Project status updates are shared monthly, quarterly, and annually with different teams at Metro and the public. Below are descriptions and status updates of some key example projects from Measure M:



- > **Purple Line Extension [Sec 3]:** The Purple (D Line) Extension Transit Project – Section 3 will add two stations near UCLA and the VA Hospital on the Westside. Tunneling and station construction is ongoing. Measure M has helped accelerate this project, which was initially projected to be completed in 2036. It is now anticipated to be completed before the 2028 Summer Olympics and Paralympics in Los Angeles.
- > **I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd):** The original scope consisted of a 14-mile project from SR-14 to Lake Hughes Road and added one HOV and one truck lane in each direction. The updated scope is a 13.9-mile project from SR-14 to Parker Road and adds one HOV in each direction and an extension of trucking/freight lanes from Calgrove Bl to south of Weldon Canyon in the southbound direction (2.23 miles) and from the Gavin Canyon undercrossing to Calgrove Bl in the northbound direction (0.98 miles).
- > **Gold Line Foothill Extension to Claremont:** The project scope in the Measure M Expenditure Plan is a light rail extension to the Claremont Metrolink Station. Funding (including additional Measure M funding from a Multi-Year Subregional Program) has been secured for the segment to Pomona.
- > **North Hollywood to Pasadena Bus Rapid Transit (BRT):** The project was delayed 34 months and the Draft Environmental Impact Report (DEIR) was extended to allow for revisions to the proposed project to be incorporated and additional time for community outreach. Further, staff was directed to continue design refinements in Eagle Rock and Burbank as part of the Final EIR process to respond to stakeholder concerns.
- > **East SF Valley Transit Corridor:** Initially, the project was not defined as an LRT project and instead could also be constructed as a BRT route. In June 2018, the Metro Board adopted the project's Locally Preferred Alternative, a fully at-grade 9.2-mile LRT line that will extend light rail service north, from the Metro G Line (Orange), 6.7 miles in the median of Van Nuys Boulevard to the intersection of Van Nuys Boulevard and San Fernando Road. The alignment would then transition onto the existing railroad right-of-way adjacent to San Fernando Road and continue 2.5 miles to the Sylmar/San Fernando Metrolink Station. In November 2020, when the Board certified the project environmental document, the Board approved constructing an interim operating segment (IOS) that ends at San Fernando Road. Metro is currently pursuing the IOS. The project was delayed 24 months due to additional environmental review and preliminary engineering. Metro is pursuing a Federal Expedited Project Delivery full funding grant agreement that would be the first in the nation.
- > **West Santa Ana Transit Corridor LRT Alt 3:** Originally, Phase 1 of this project was anticipated to be completed by FY 2028 as a 6-mile LRT line that ran from Pioneer Station to the Green Line. Metro is now pursuing the Locally Preferred Alternative (LPA) more than double the original extent (14.8 miles long) and runs from Pioneer Station to the A Line/Slauson Station. Part of Phase 1 has been delayed significantly in the planning/environmental review phase, as discussed in Figure 1.20.
- > **LA River Bike Path:** Metro is making it easier to get around with an eight-mile shared-use bicycle and pedestrian path along the LA River between Elysian Valley and the City of Maywood, through downtown Los Angeles and the City of Vernon. This project will close the gap in the LA River Path, creating a safe, efficient active transportation travel option connecting the San Fernando Valley and Long Beach. Metro initiated development of the Draft Environmental Impact Report (EIR) and is currently coordinating with third parties and cities on design and operations and maintenance agreements. As Metro continues to study the project, the Metro Board and the community will be updated on cost, schedule and design with opportunities for public engagement as they become available, including the release of the Draft EIR and public hearings.
- > **I-405 Sepulveda Pass ExpressLanes:** Metro has coordinated with Caltrans to evaluate alternatives to convert the existing high-occupancy vehicle (HOV) lanes to dynamically-priced, high-occupancy toll (HOT) lanes, called ExpressLanes on the I-405 freeway, between the San Fernando Valley and the I-10 freeway. The environmental review process was initiated in Summer 2021 and anticipated for public review Summer 2024 with the final Project Report and Environmental document anticipated for Summer 2025. Completion of the environmental review process will provide a substantially updated and final project definition, as indicated in Attachment A of Measure M, establishing updated cost and schedule estimates. Updated project opening date is estimated for 2030. Updated project cost estimates were not available at time of publication.

Figure 1.22

Selected Major Project Status Updates (continued)



- > **Vermont Transit Corridor:** The 12.4-mile Vermont Transit Corridor is the second-busiest bus corridor in LA County with over 45,000 daily boardings (pre-Covid). The entirety of the Vermont Transit Corridor is within EFCs, and 84% of riders do not have access to a vehicle. In 2019 a Rail Conversion study showed that Bus Rapid Transit (BRT) is a feasible project alternative and does not preclude a later conversion to rail. The project conducted one of the most robust community partnerships among Measure M projects, which has showed support for a multi-term project and includes: near term bus speed and rider experience improvements, planning for BRT opening on the corridor in FY27 and concurrent planning for rail conversion in the long-term. The project schedule has changed from the Expenditure Plan and is expected to begin the environmental phase in FY24 which will result in a final project definition, as indicated in Measure M Attachment A, establishing updated cost and schedule estimates.
- > **I-105 ExpressLanes from I-405 to I-605:** The Project Study Report assumed that the two managed lanes in each direction could be provided within the existing pavement. The Project Report (completed in 2021) identified that widening of the freeway was required and it included 21 bridges crossing over local streets and the Dominguez and Compton Creek channels.
- > **Sepulveda Pass Transit Corridor:** The project's alignment increased by five miles due to a Board Approved 2019 Feasibility Study. This increase extended the Sepulveda line from Measure M original terminus at G Line Van Nuys Station north to Metrolink Van Nuys'. The original at-grade alignment was also eliminated and replaced by doubling the alignment. Multiple transit alternatives are being studied in an environmental process with a current opening date range of 2033-2035. Completion of the environmental process will support final project definition and provide updated cost and schedule estimates. Updated costs and schedule for this project are not available at the time of publication.
- > **SR-57 - SR-60 Interchange Improvements:** High-Occupancy Vehicle (HOV) connectors from SR-57 to SR-60 were initially considered as part of the project scope but were removed as they were identified as nonviable components to continue into development. However, the eastbound improvements of the project were deemed to be warranted. These include an eastbound off-ramp to Grand Ave and an aerial bypass connector to SR-60. Improvements to the Grand Ave interchange and a Diamond Bar Rd on-ramp are also included. The project is proceeding ahead of schedule.
- > **I-710 South Corridor Project:** Metro has worked with Caltrans through a lengthy process to develop the I-710 South Corridor Project, studying multiple project alternatives. In 2021 Metro and Caltrans established the 710 Task Force to re-engage the local impacted communities adjacent to the freeway as well as the stakeholders that depend upon, and are impacted by, the movement of people and goods within the I-710 South Corridor between the Ports of Los Angeles and Long Beach and State Route 60. In 2022 the Board approved a "No Build" alternative and the Task Force has worked to develop an investment plan, which includes multi-modal projects and programs with varying schedules and project budgets, and requiring their own project approval and environmental process before implementation. This project has significantly invested in research and deep and diverse stakeholder engagement in the project area, highlighting Metro's commitment to engagement and multi-modal options for the corridor.
- > **Gold Line Eastside Extension (One Alignment):** At the time the Expenditure Plan was approved by the Board, the project was defined as an extension of the Gold Line (now E Line) from the existing Atlantic Station to either SR-60 to South El Monte (6.9 miles) or Washington Bl to Whittier (9.5 miles). This project would bring a one-seat ride from Santa Monica to the city of Whittier within the Gateway Cities subregion of LA County. Metro has refined the scope of the Eastside Transit Corridor Phase 2 project to pursue a 4.6-mile extension of the Metro E Line (3 miles underground, 1.5 miles aerial, 0.1 miles at grade) east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello on Washington Blvd.
- > **North San Fernando Valley BRT:** Metro originally planned this project as a new single line Bus Rapid Transit system extending from North Hollywood to Chatsworth. After conducting various stakeholder briefings and public participation meetings to solicit input, and the completion of the technical study and alternatives analysis, a new project alternative was identified. The refined project has evolved into the NSFV BRT Network Improvements project. Instead of a single-line BRT project, the enhanced scope plans to improve the bus network to increase connectivity and provide high-quality bus service and transit infrastructure from Northridge to North Hollywood.

Vermont Transit Corridor Community Partnership Program

Metro conducted a robust outreach process to reach transit riders on the corridor, including 32 community conversations hosted by 20 CBO partners. Outreach was conducted in Armenian, English, Korean, Spanish, and Thai, and the team also connected with community members speaking Russian, Bengali and Zapotec. Stakeholders expressed a desire for an all-of-the-above approach: immediate bus improvements, a medium-term BRT project and eventual rail line along the corridor.

Stewardship

How do Measure M investments support communities across the county?

In a county of 10 million residents, Metro is a regional funder that invests billions of dollars annually into local cities, communities, and municipal and local transit providers. Specifically, Measure M provides three pass-through funding programs where spending is directly controlled by local jurisdictions: Local Return (17%), funding for municipal transit operators from transit operations (20%), and the Multi-Year Subregional Program (MSP). Local Return provides transportation funding to the 88 cities and LA County to implement a variety of transportation projects ranging from street improvements, active transportation projects, and funding for local fixed route and dial-a-ride services. For its part, the 20% transit operations funding supports municipal transit operators, such as Long Beach Transit, Santa Clarita Transit and Foothill Transit. In addition, the MSP has completed seven projects across the county, and several jurisdictions are programming MSP funding accruals for larger, planned projects in the future. Further, Measure M projects are located near lower-income residents at a higher rate than those at other income levels, though further analysis is needed to understand the tangible equity and access implications of this proximity.

KEY OBSERVATIONS



Local Return, transit operations and regional rail funds are supporting projects and transit service across the county.



Measure M Multi-Year Subregional Programs receive a steady stream of funding plan for many years into the future.



More can be done to understand the equity impacts of Metro's investments.

Figure 1.23

Measure M Local Return

MEASURE M LOCAL RETURN EXPENDED	TOTAL (FY18-22)	% OF TOTAL
Public Transit Services Operations	\$13,030,359	3%
Public Transit Capital	\$9,394,259	2%
Traffic Control Measures	\$13,383,022	3%
Local Funding Contributions	\$318,490	0.1%
Transportation Marketing	\$742,934	0.2%
Transportation Administration	\$13,614,451	3%
Streets and Roads	\$322,642,785	80%
Active Transportation	\$25,875,379	6%
Transit Oriented Communities	\$3,855,359	1%
TOTAL	\$402,857,038	100%

Figure 1.24

Measure M Transit Operations Allocations to Municipal Operators

MUNICIPAL OPERATORS	TOTAL (FY18-22)
Antelope Valley	12,700,846
Arcadia	666,327
Claremont	268,802
Commerce	855,965
Culver City	10,817,587
Foothill	55,364,865
Gardena	10,864,332
La Mirada	209,665
LADOT	25,202,220
Long Beach	47,093,784
Montebello	16,560,224
Norwalk	6,331,120
Redondo Beach	1,500,715
Santa Clarita	11,757,880
Santa Monica	40,325,816
Torrance	12,784,030
TOTAL FUNDS ALLOCATED	253,304,178

Figure 1.25

Measure M Countywide Impacts

Currently, Measure M investments are allocated near low-wage jobs and lower-income residents at rates slightly higher than for other income groups.



Measure M investments near low-income residents are similar to the distribution of residents living in EFCs.



Measure M Local Return has sent \$751 million to local jurisdictions.



An estimated 15,428 jobs¹ have been created by Measure M construction projects.

¹ This value includes direct, indirect and induced jobs. Job impacts are estimated using REMI TranSight software, a leading evaluation tool used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG).

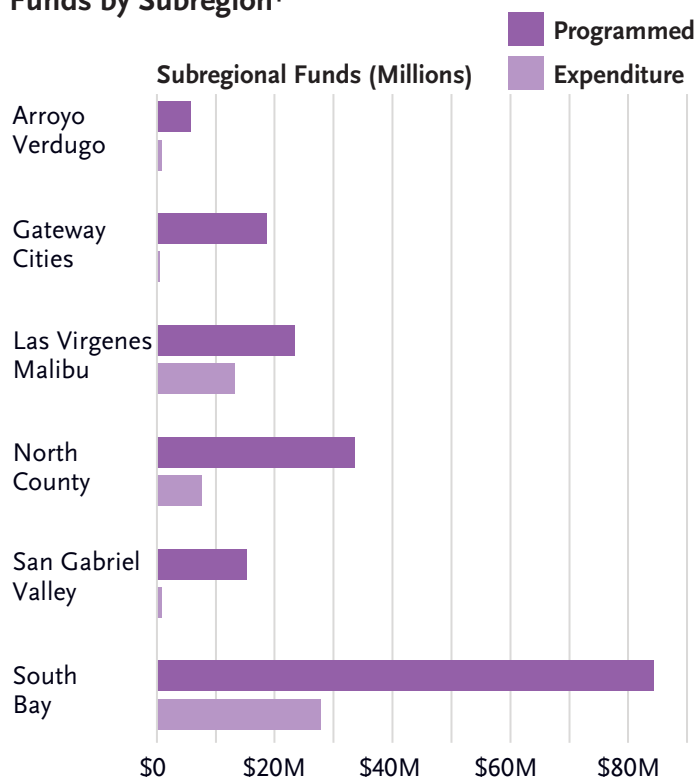
Figure 1.26

Metro Multi-Year Subregional Program (MSP) Projects Completed

SUBREGION	FY18-22 PROJECTS COMPLETED
Arroyo Verdugo	La Cañada Flintridge Modal Connectivity and Complete Streets Program <i>Foothill Blvd Link Bikeway and Pedestrian Greenbelt</i>
	Glendale Beeline Maintenance Facility Transit Program
	Burbank Active Transportation Projects <i>Victory Blvd Connectivity Gap Closure and Transit Enhancements between Downtown Burbank Metrolink station and Alameda Ave</i>
Las Virgenes Malibu	Calabasas Active Transportation/Transit/Technology Program <i>Mulholland Highway Gap Closure - Old Topanga Canyon Road & Old Topanga Canyon Road to City Limits</i>
San Gabriel Valley	Malibu Park and Ride Lots Highway Efficiency Program
South Bay	El Monte Fern and Elliot Bike Boulevard Project Active Transportation Program
	Inglewood Intermodal Transit/Park and Ride Facility Transportation System and Mobility Improvements Program

Figure 1.27

Metro Multi-Year Subregional Program (MSP) Funds by Subregion¹



¹ The Central City Area Subregion did not develop an MSP Plan until 2022 and therefore has no programmed or expended funds in FY18-22. The San Fernando Valley Subregion does not have MSP line items in the Measure M Expenditure Plan. Subregions vary in size and also receive major capital project funding for projects in the subregions.

Figure 1.28

MyGrants Portal for Measure M MSP



The MyGrants Portal for Measure M MSP was implemented to replace manual processes and to make project information available anywhere, anytime (24/7). The portal is web-based, user-friendly, secured and easy to use. Metro employees and agency's personnel have privileges to some or all these functions and more depending on access role:

- > View project details (i.e., funding plan, expenditure, historical data, funding agreement, amendment, financial summary)
- > Submit/Review/Approve quarterly progress/expenditure reports
- > Generate reports and graphs
- > Communicate using Message Center
- > Map financial information to Metro's financial system (FIS)
- > Maintain resource center (i.e., links to website, documents, videos)
- > Perform system administrations (i.e., maintain lookups, templates, notifications, users)

Figure 1.29

Demonstration of Subrecipients' Compliance with the Measure M Ordinance



Overall, the subrecipients complied with compliance requirements described in the Measure M Ordinance, Measure M Local Return Guidelines, and the respective Assurances and Understandings Regarding Receipt and Use of Measure M Local Return Funds.



Metro's Measure M subrecipients include the **County of LA** and the **88 Cities** within the county.

- > Annual audits were provided to the MMITOC.
- > As required by the Measure M Ordinance, MMITOC approved the scope of work for the auditors.
- > The annual financial and compliance audits were performed by independent audit firms, Vasquez and Company, LLP and Simson and Simpson CPAs.
- > The results of the annual audits were provided to the MMITOC.
- > Funds were expended for transportation purposes.
- > Separate Measure M Local Return Account was established.
- > Revenues received including allocations, project-generated revenues, and interest income was properly credited to the Measure M Local Return Account.
- > Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.
- > Timely use of funds.
- > Administrative expenses are within the 20% cap.
- > Where funds expended were reimbursable by other grants or fund sources, the reimbursement was credited to the Local Return Account upon receipt of the reimbursement.
- > Where Measure M funds were given, loaned or exchanged by one jurisdiction to another, the receiving jurisdiction has credited its Local Return Account with the funds received.

- > A separate account was established for Capital reserve funds and the Capital reserve was approved by Metro.
- > Funds were used to augment, not supplant, existing local revenues being used for transportation purposes unless there is a fund shortfall.
- > The recreational transit form was submitted on time.
- > Fund exchanges (trades, loans or gifts) were approved by Metro.

In limited circumstances:

- > **Funds were spent on projects prior to Metro's approval.** After reviewing the eligibility and allowability of those project expenditures by auditors, Metro gave retroactive approval to cities. Thus, these were resolved prior to the completion of each audit.
- > **Expenditure Plan (Form M-One or electronic equivalent) and Expenditure Report (Form M-Two or electronic equivalent) were not submitted on time.** Moving forward, Metro reminded the identified cities to observe the submission deadline for these reports.
- > **Accounting procedures, record keeping, and documentation are inadequate.** For cities that have these issues, the auditors recommended that they must correct the specific issues identified to comply with the requirements of the receipts and use of the Measure M funds.

Stewardship

What funding has Measure M leveraged?

Out of the \$4.5 billion generated by Measure M, Metro has expended or distributed nearly \$3.5 billion to Measure M programs and local jurisdictions and transit providers, Measure M also appears to be serving its intended purpose to further strengthen LA's local funding power by solidifying Metro's position as a competitive recipient for state and federal funds. With over \$3 billion in state and federal funding received during the assessment period, Metro has been able to fill funding needs for Measure M projects, even with scope changes. Metro has also strategically pursued outside funding to enhance Measure M projects. It will also be important to track local and outside funding assumptions as federal relief funding continues to wane in future fiscal years.

KEY OBSERVATIONS



Measure M has helped Metro leverage significant state and federal dollars.



State and federal funding has helped ease increased project costs without increasing Measure M project expenditures.

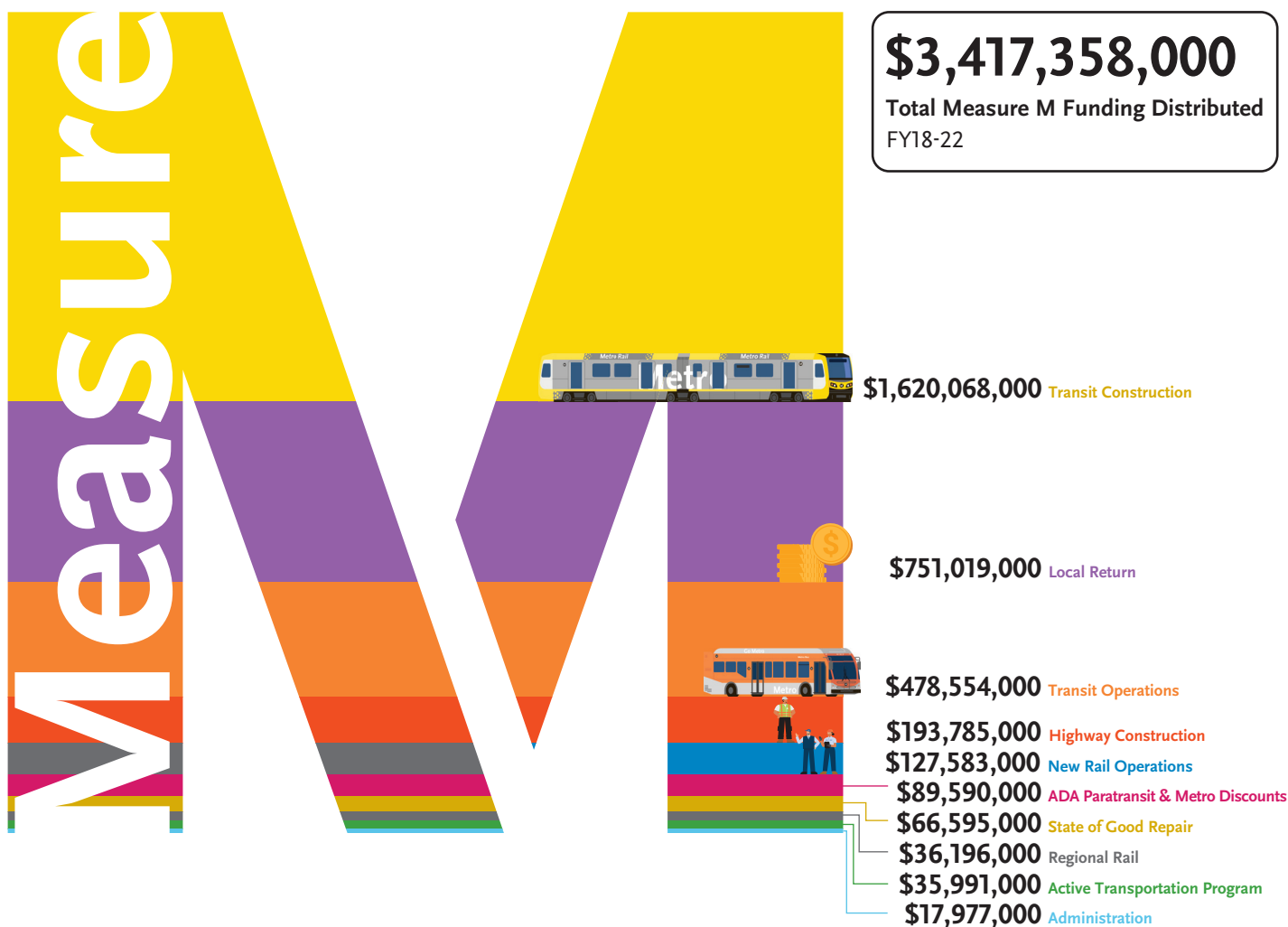


“Measure M and other sales taxes provide an important source of local funds that can match or leverage state and federal funds. For accountability, it would be helpful to know Metro's overall strategy for these grant funds, so the public can be confident that their local funds do the most good possible.”

– Gateway Cities Council of Governments
Spring 2023

Figure 1.30

Measure M Distribution Breakdown



Graphic is illustrative and not reflective of proportionate distributions

Figure 1.31

Federal and State Funding (in Millions)



FUNDING FROM CASH RECEIPTS	FY2018	FY2019	FY2020	FY2021	FY2022	TOTAL
Federal Actuals ¹	\$282	\$346	\$757	\$776	\$369	\$2,530
State Actuals ¹	\$21	\$39	\$202	\$130	\$179	\$571

¹ State and federal actuals are calculated from cash receipts received by Metro, and are dependent on expenditures. Several of the projects scheduled for state funding received funds either before or after the five-year period FY 2018 to FY 2022. Accordingly, this led to the differences in FY 2018 and FY 2019.

This table includes receipts for all of Metro from federal and state funding sources. For a breakdown of Measure M project expenditures from these sources, see Appendix F.

Stewardship

How is Metro meeting staffing and labor needs?

Measure M will continue to rely on people to implement services, projects and programs. During the assessment period, the agency saw an increase in employees, predominantly essential and frontline workers, take leave from their positions for a number of reasons, including voluntary separation agreements. While Metro experienced staffing shortages and slowed hiring processes during the assessment period, the agency has also prioritized efforts to remedy these gaps. In 2021, the agency sought to address the nationwide transit operator shortage with an intensive recruitment and training push to hire bus operators as part of the priority to continue transit service for people who rely on Metro. Through employee incentive and referrals programs and numerous in-person events, the agency is on its way to meeting operator hiring goals outside of the assessment period. Metro has also worked to better incorporate equity into its hiring practices, reducing gender bias in the recruitment process. Outside of the assessment period, the agency has continued to prioritize staffing office workers, project staff, and other professional services employees to implement the vast scope of work Metro manages, including Measure M projects and programs.

KEY OBSERVATIONS



Bus operator hiring targets are trending towards goals due to increased recruitment and training efforts.



Metro's workforce development efforts have led with innovative approaches such as the SEED school and career pathway programs.



Metro will need to continue recruitment and hiring efforts geared towards project and program staff to support Measure M projects.

Figure 1.32

Workforce Initiative Now Metro Los Angeles (WIN-LA) Program



WIN-LA is Metro's workforce development program developed to focus on creating career pathways in the transportation industry, increasing the opportunities available to LA County residents by inclusion of underrepresented populations.

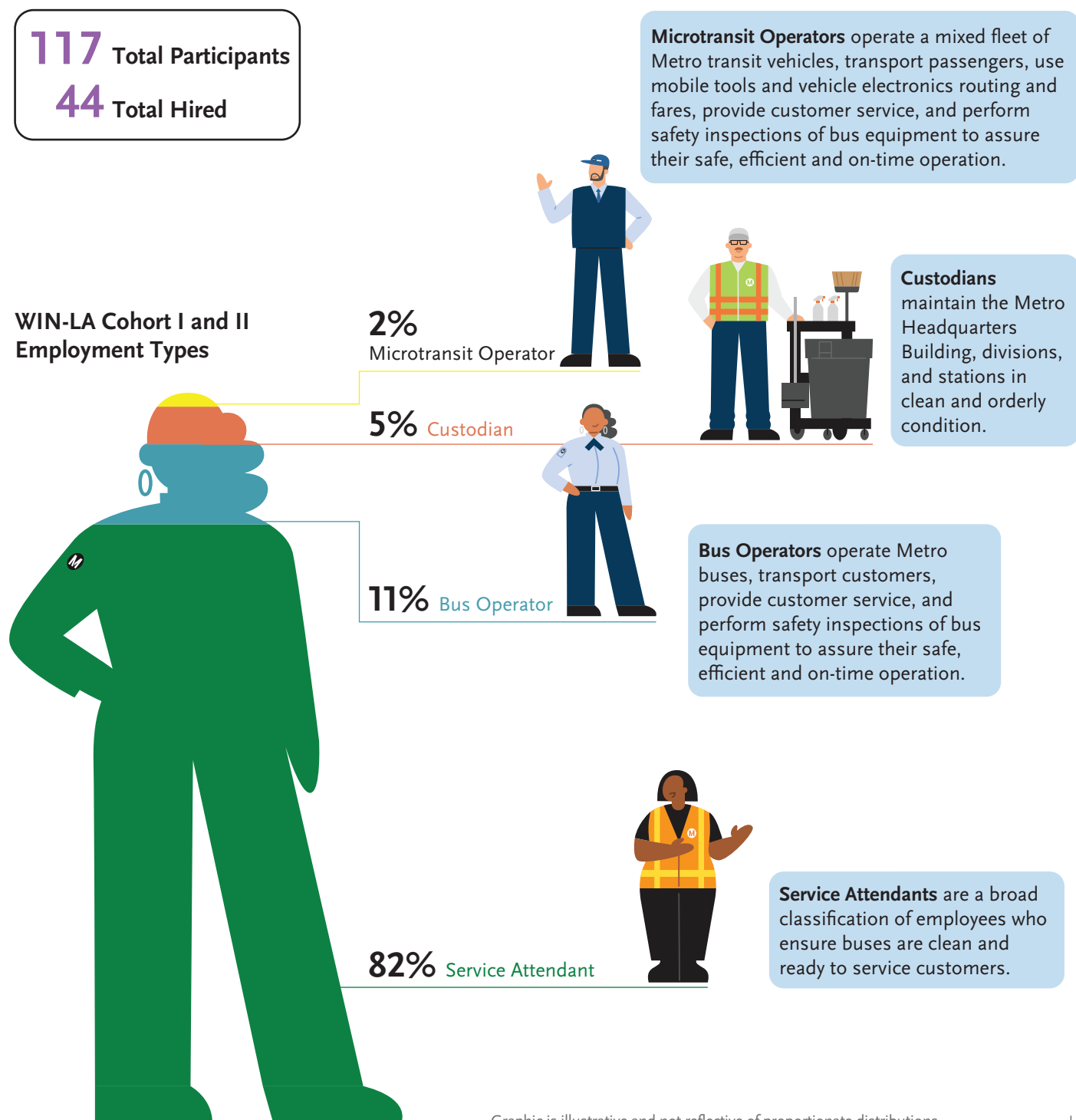
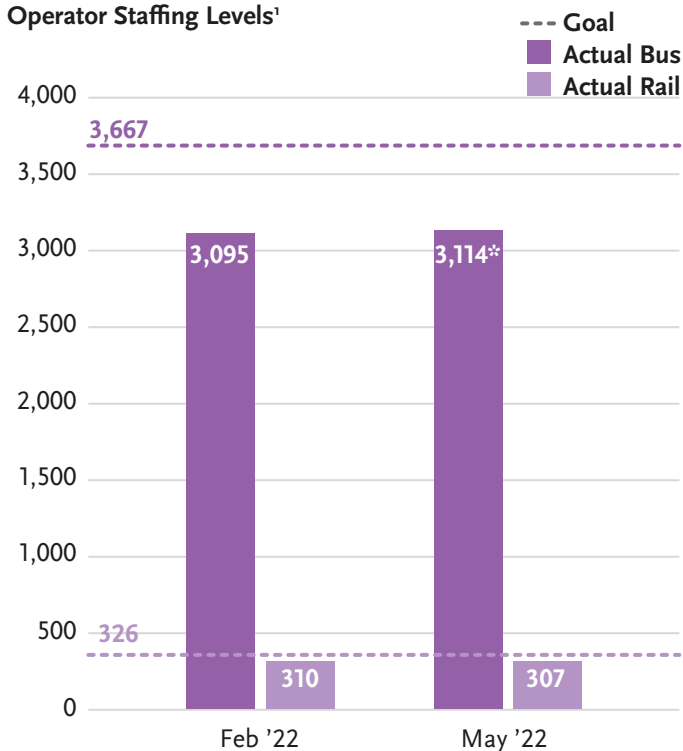


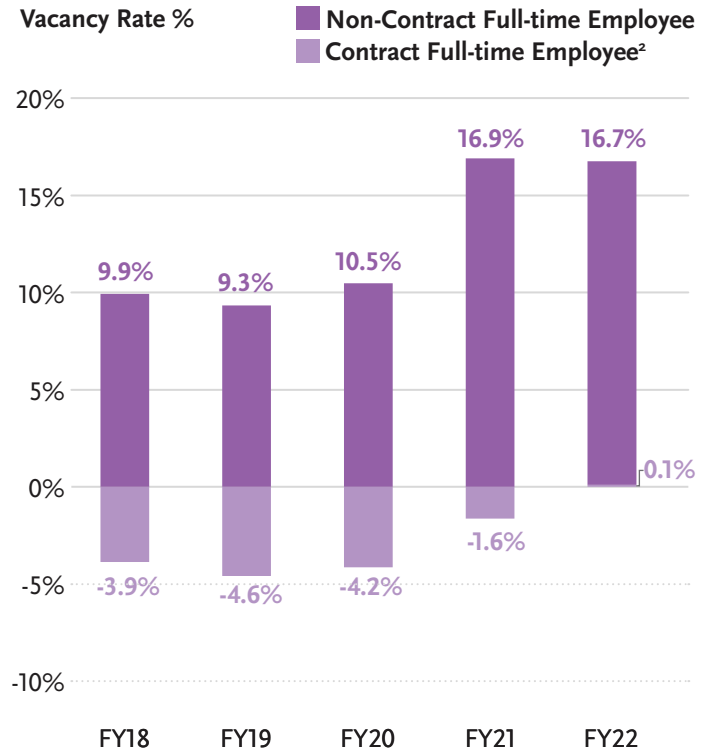
Figure 1.33

Metro Employment and Vacancies

Operator Staffing Levels¹



Vacancy Rate %



¹ Operator staffing level does not represent candidates from April/May 2022 hiring events, as they must complete a two-month training and not counted in active operator counts.

² Contract full-time employees on leave increased significantly between FY18 to FY22, contributing to the vacancy rates.

Figure 1.34

SEED School



Metro, in partnership with the County of Los Angeles and the SEED Foundation, developed the **SEED School of Los Angeles County (SEED LA)**.

SEED LA is the state's first public college-prep boarding high school aimed at serving 400 of the most at-risk and resilient students. The school's first freshman class began in August 2022.

Figure 1.35

Service Attendant Restructuring to Reduce Gender Bias



Service Attendant is a highly desirable entry-level position in the Maintenance Department, but in 2018 only **19% of employees in this position were women.**

Metro revised the job description, test questions and interview process to remove implicit gender bias.

In the first recruitment after these changes, 19 women were hired, compared to an average of only three in prior recruitments

Figure 1.36

February-March 2022 Bus Operator Survey



33%

of Metro's operator workforce has been **serving riders for more than a decade.**

98%

of operators have **concerns about being an operator.**

More than **20%** of operators cite either **low pay, high stress, and/or safety-related issues arising** from passenger confrontation as their biggest concern.

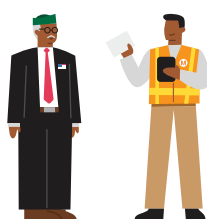
60%

agree or strongly agree that they **enjoy being an operator.**

However, more than **50%** **think about leaving Metro often.**

Figure 1.37

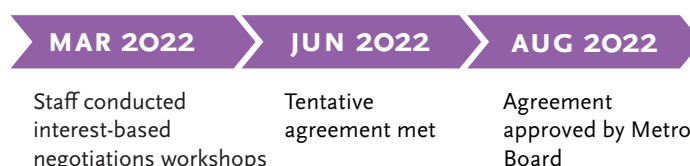
Collective Bargaining Agreements



Metro heard concerns from operators similar to other transit agencies and has worked to address those concerns, support operators and increase job satisfaction.

In 2022, Metro reached an agreement with Sheet Metal, Air, Rail and Transportation Workers (SMART) Union, representing bus and rail operators and scheduling analysts.

The approved contract works towards addressing issues raised, and helps ensure fair and equitable approaches that impact Metro employees.



Topics addressed in the agreement include:

- Health and safety changes, addressing accidents and threats of harm
- Ability to hire external full-time operators
- Reduces amount of ordered call backs for full-time employees
- Annual labor increase ratios
- New competitive starting salaries
- Bonus for those who worked March 1, 2020 - February 28, 2022

Stewardship

How is Metro reporting on Measure M progress and transparency?

In order to ensure regular reporting and transparency on the Measure M program, the Measure M Independent Taxpayer Oversight Committee (MMITOC) was created at the onset of the sales tax. Since then, it has met quarterly to hear and discuss Measure M progress. An independent audit has found that reporting to the committee has been adequately conducted during the five-year analysis period (See Appendix C). Further, Metro has adequately informed the public of Measure M reports and updates through the Metro Board and committees. Public information has been available with expected regularity and detail. All Metro major projects (including Measure M) under construction are also updated monthly on the Metro website.

“

“It would be great to have a user-friendly dashboard to see what has been accomplished, what progress has been made, what other areas need to be prioritized.”

— AARP California Participant, Spring 2023

KEY OBSERVATIONS



The MMITOC has met requirements for accountability to the public and Metro Board and to meet at least four times each year to carry out its responsibilities.



The MMITOC incorporated bylaws after the assessment period and is pursuing creation of a committee charter to better codify committee roles and expectations.



Metro has reported regularly on Measure M to the public through the MMITOC, Metro Board and project updates on *metro.net*.

Figure 1.38

Project Status Dashboard

Metro currently hosts a publicly accessible dashboard that tracks major transit, regional rail, transit facilities and capital project forecasts, budgets, and costs for all projects currently in engineering and construction phases of work: *metro.net/projects*.

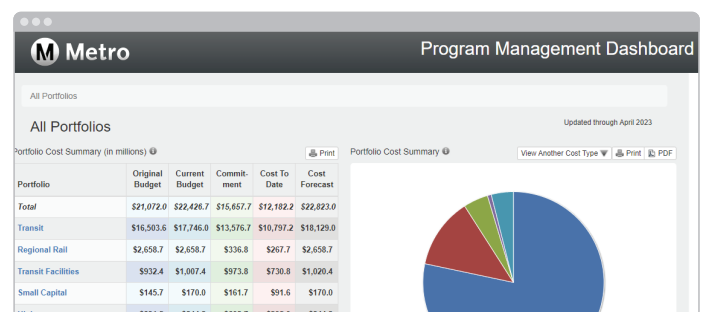


Figure 1.39

Measure M Independent Taxpayer Oversight Committee (MMITOC)



The Measure M Ordinance requires that every five years, Metro conduct a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan to evaluate the performance of the overall program and make recommendations to improve its performance based on current practices, best practices and organizational changes to improve coordination.

Description

The Measure M Independent Taxpayer Oversight Committee is a seven-member committee that was formed following the approval of Measure M in 2016 to ensure that all tax revenues are spent on transportation-related projects.

Purpose

The committee is responsible for reviewing the annual financial and compliance audits as well as reviewing the assessment and making findings and/or providing recommendations for improving the program.

Reporting to the MMITOC

Over the five-year period, the MMITOC has been presented with substantial information. At each meeting numerous presentations are made with PowerPoint presentations.

- > Program Management Quarterly Major Project Status Reports
- > Transit Planning Updates
- > Complete Streets and Highway Project Updates
- > Active Transportation Project Updates
- > State of Good Repair Updates
- > Local Return Updates
- > Metro Proposed Budget Updates

Accountability to the Public and the Metro Board

All audit reports, findings, and recommendations will be available and accessible to the public (through various types of media) prior to the public hearing and upon request. Metro will establish a website dedicated to the oversight of this measure and include all pertinent ordinance information for the public. The committee shall review all audits and hold an annual public hearing to report on the results of the audits.

Information Online

Annual Measure M Audit Reports, oversight committee meeting times, virtual access information, and meeting agendas and presentations are available online. Some linked documentation is not available. Metro's projects webpage lists all active Metro projects, although it is not clear which projects are funded by Measure M.

Conclusion

The MMITOC is meeting the requirements for accountability to the public and Metro Board.

Mobility

Let's get to where we need to go.

Los Angeles County is home to 10 million people – a population greater than any other county in the nation. Metro helps county residents get to school, work, and other essential destinations while operating and maintaining a network of mobility services. To serve more people effectively, service may be expanded, reduced or adjusted. This is often due to local factors, like customer demand, or driven by forces at the state and national level. As detailed in the Stewardship section, Measure M sets aside 20% of total funds towards Metro bus and municipal provider transit operations to ensure people in LA can access key destinations, resources and opportunities.

What was assessed?

Mobility options across LA County were assessed for 2017-2022. While regional transit ridership was declining prior to Measure M's adoption, the new funding source was an opportunity to improve transit options and elevate quality of life for the region. Measure M partially funds many of Metro's mobility projects, transit operations and makes funding available to local jurisdictions. Further, as Measure M projects and programs continue to implement new transit infrastructure, understanding mobility patterns and system operations needs will be fundamental to managing a quality system. This report looks at ridership within the context of the county and distribution of Metro's transportation services, with a focus on marginalized communities.

How did that change from 2017-2022?

COVID-19 exacerbated a divide between people who were able to stay home and those whose livelihood and essential service required them to travel. NextGen Bus Plan's equity and transit analysis aligned Metro's service with riders in communities with fewer mobility options. Despite pandemic surges and a nationwide transit operator shortage, Metro looked for ways to restore service to support ridership demand and encourage a return to transit by those who had left and doubled down on efforts to promote and enroll riders in fare discount and income-based programs. Transit service followed demand fluctuations throughout the pandemic, with service fully restored to pre-pandemic levels at the end of 2022, a few months outside of the assessment period.



KEY QUESTIONS WE AIM TO ANSWER:

1. Who is Metro serving?
2. How equitable are transit options in LA County?
3. How have Metro ridership and transit service changed?
4. How is Metro adapting services beyond bus and rail?
5. How is Metro removing barriers to transportation affordability?
6. How does going Metro compare to driving?
7. What is Metro doing to ease congestion?

Mobility

Who is Metro serving?

Los Angeles County is vast in size and culturally diverse, so residents have varied travel needs. Metro’s rail and bus service helps many people get to where they need to go and is easiest to incorporate into a regular routine when stops and stations are near people’s homes. Metro riders support the social and economic fabric of LA. Overall, on-board rider survey data shows that Metro bus and rail services are used most by Hispanic or Latino riders, and a disproportionate number of riders are low income. Low-income riders that make up a high proportion of Metro users perform key roles in the region’s industries and provide skills and services that support residents, other workers and the LA economy. On average, the racial diversity of people living near and riding Metro Rail and Bus Rapid Transit (BRT) aligns closely with the countywide average.

Based on Metro’s diverse ridership, varied needs of riders and equity goals, tracking progress of providing access to transit services most needed by residents in Equity Focus Communities will advance more equitable outcomes.

KEY OBSERVATIONS



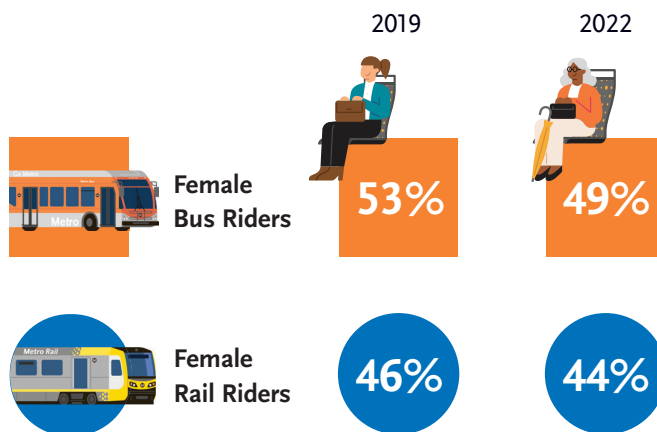
Metro serves communities that reflect the diversity of the county, particularly those with fewer transportation options.



Female ridership has dropped on both bus and rail since the COVID-19 pandemic.

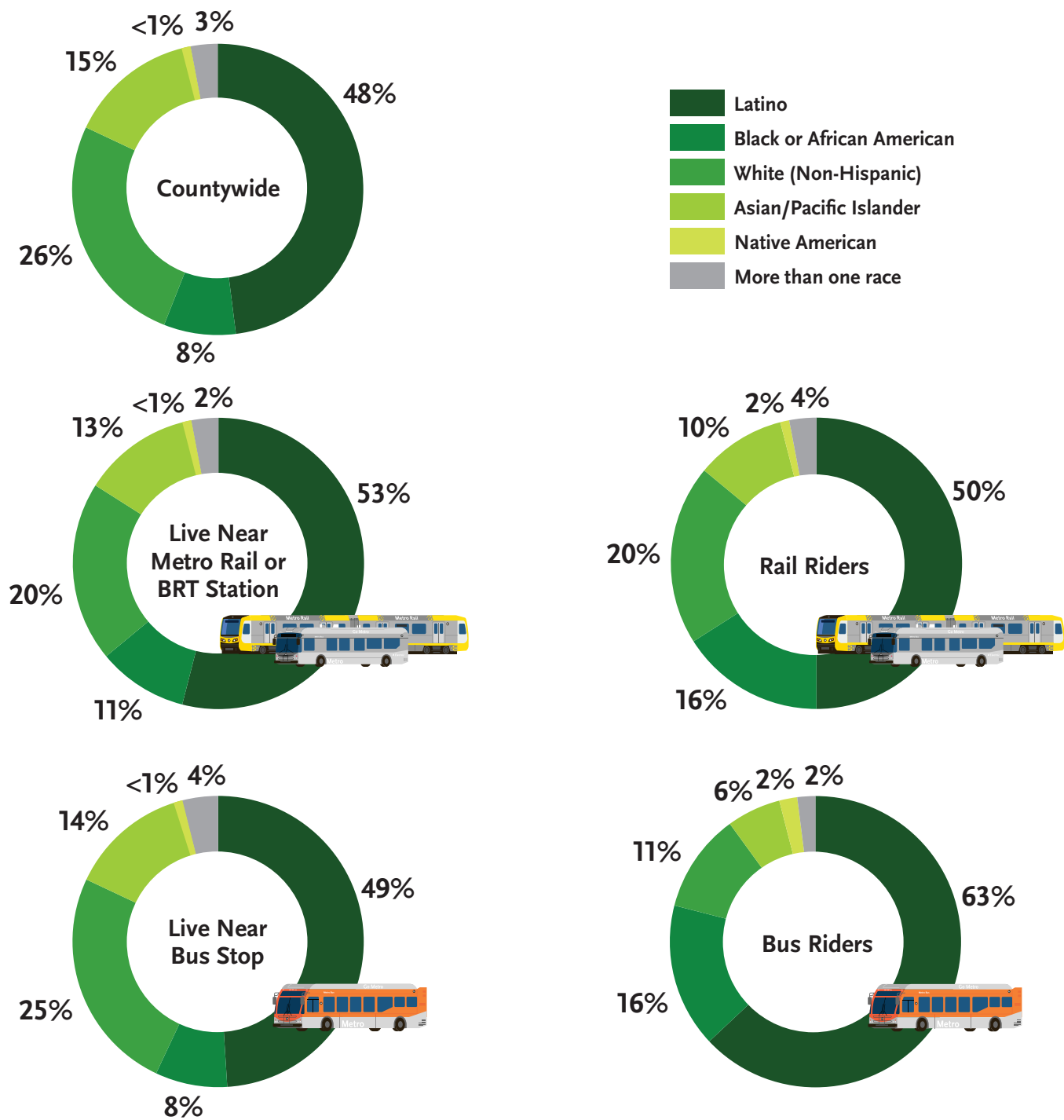
Figure 2.1

Female and Low-Income Transit Riders Post-2020



83% of riders have a household income under \$50,000 per year as of 2022

Figure 2.2
Racial Makeup of LA County, Metro Riders and Metro Service



Mobility

How equitable are transit options in LA County?

Hundreds of thousands of people Go Metro every day, and for many of them, Metro and other municipal operator buses are a primary source of transportation. Access to bus services, and especially high-frequency bus services, is essential for providing equitable access across the county. Service for Equity Focus Communities in particular helps those with the most limited mobility options to access quality of life resources. Overall, EFCs are well-served by Metro's transit system, and planned Measure M transit projects are also anticipated to continue serving these communities.

What is an Equity Focus Community (EFC)?

EFCs include roughly 40% of LA County population from census tracts that contain the greatest concentration of:

- > Low-income households (less than \$60,000 annual income)
- > Black, Indigenous and/or other People of Color (BIPOC) residents
- > Households with no access to a car

For a more in-depth definition of EFCs, see [page 20](#).

KEY OBSERVATIONS



67% of LA County residents live near high-frequency bus stops.

High-frequency bus service provides reliable transportation to communities that are most burdened by the cost of mobility when other options like personal vehicles are considered.



Per Metro's LRTP, people who live in Equity Focus Communities (EFCs) spend 3.5x more than non-EFC residents on transportation as a percentage of their total income.

Figure 2.3

Income Spent on Transportation and Housing

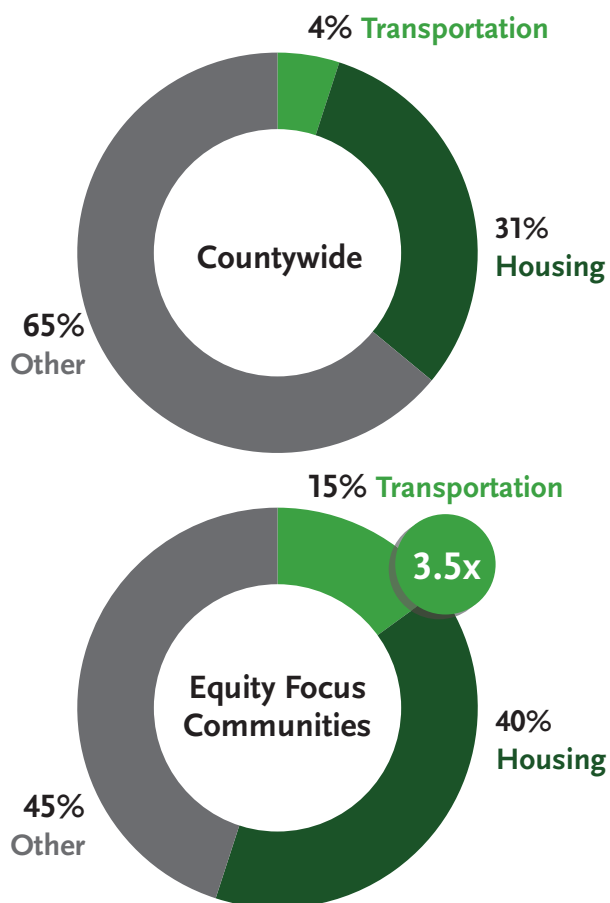


Figure 2.4

Bus Stops with Frequent Service in Relation to Equity Focus Communities (EFCs)



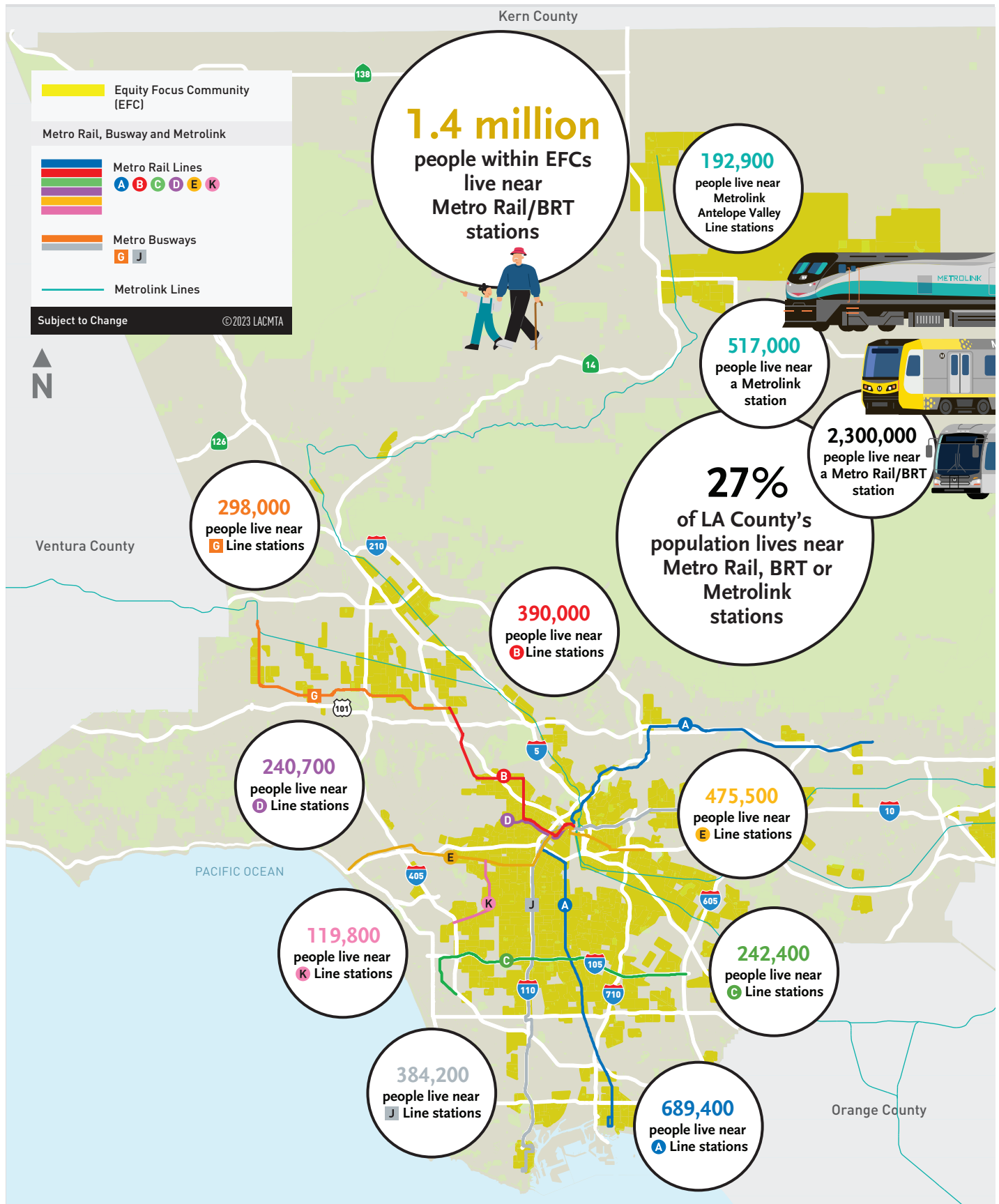
Figure 2.5

Population Near All Bus Stops (Metro and Partner Agencies) in Relation to EFCs



Figure 2.6

Population Near Rail and Bus Rapid Transit (BRT) Stations in Relation to EFCs



Mobility

How have Metro ridership and transit service changed?

While Metro ridership was slowly decreasing at the start of the assessment period, nationwide transit ridership decreased sharply at the beginning of the COVID-19 pandemic, although many Angelenos continued to use Metro to reach essential jobs and keep LA running. Rail ridership decreased more sharply than bus ridership. In parallel, Metro reduced bus and rail service due to lower demand, staffing difficulties and an uncertain fiscal situation. As the region continues to recover from the depths of the pandemic, Metro has gradually restored service, and ridership has also been recovering, though it remains below pre-pandemic levels, as of 2022.

KEY OBSERVATIONS



Rail and BRT ridership decreased significantly since 2017.



Between 2021 and 2022, both rail and bus ridership greatly increased, and are trending upward in 2022.



Total rail, BRT, and bus revenue hours decreased between 2017-2021, but have increased in 2022.

Figure 2.7

Rail Ridership by Line

Average Weekday Ridership

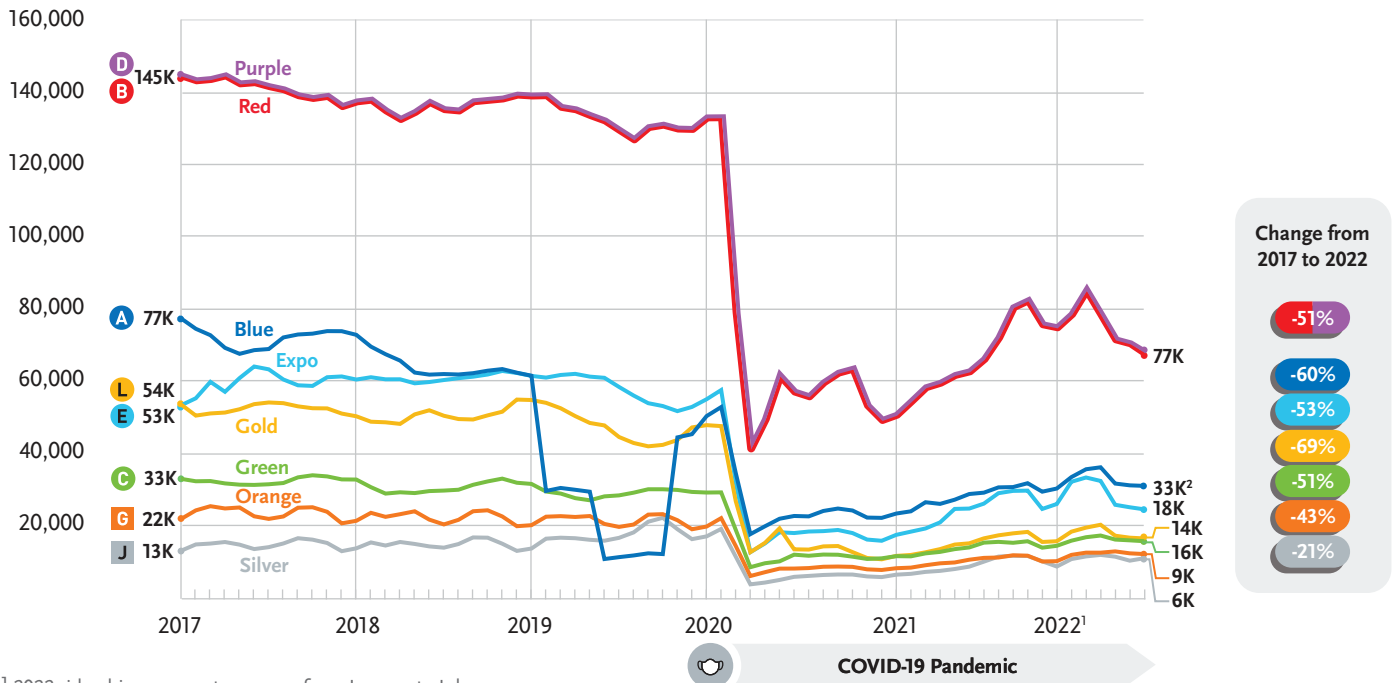
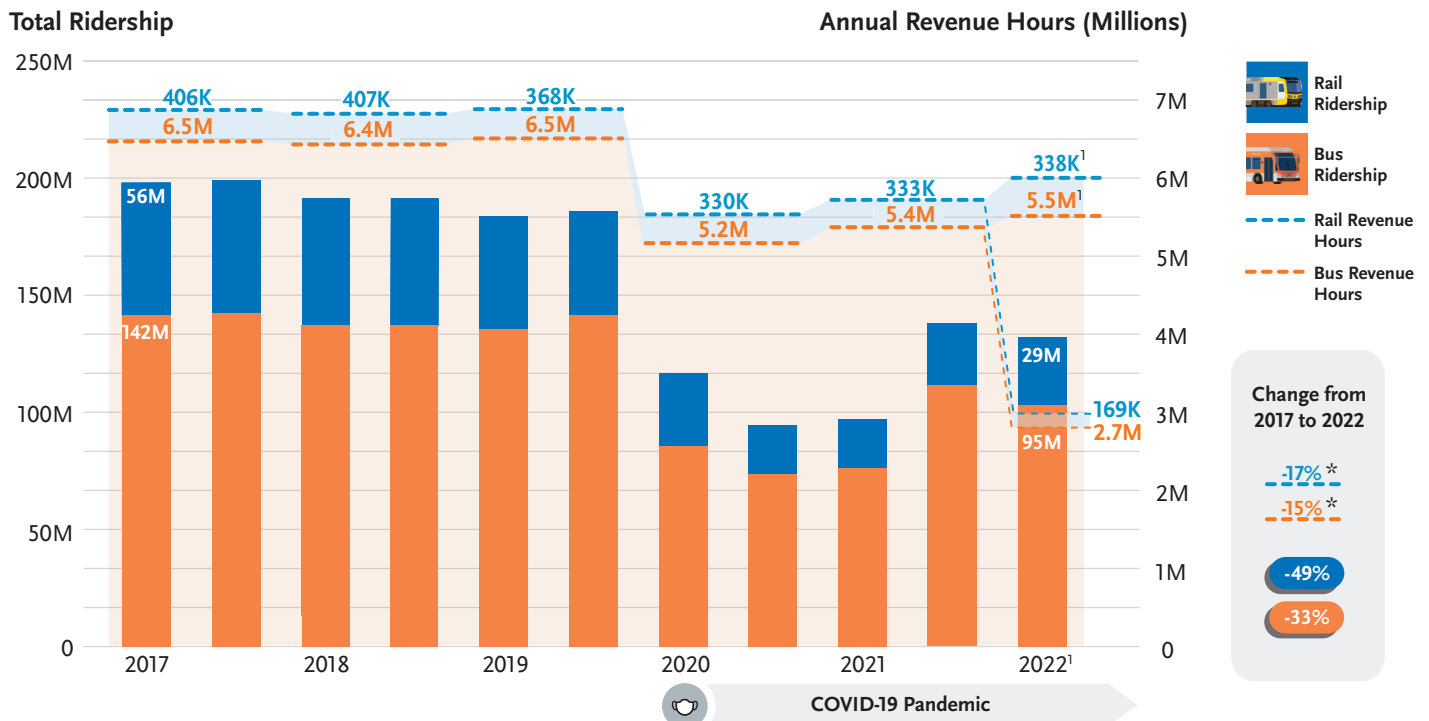


Figure 2.8

Overall Bus and Rail Ridership and Revenue Hours



Mobility

How is Metro adapting services beyond bus and rail?

Metro’s customers expect choices and flexibility when looking for ways to access the county’s regional transit system. Metro’s Bike Share program improves first/last mile options in communities with bike share stations. Access Services provides millions of passenger trips for individuals with a disability in LA County. The introduction of Metro’s Micro service brought on-demand rideshare service to customers in a growing number of locations. As Metro continues to manage its suite of mobility services, understanding how investments can facilitate quality of life benefits, such as access to healthy food, education and economic opportunity, will help advance equitable outcomes.

“

“Continue to expand your bike share program. I like the idea of having accessible bikes around the city and having [access to] one for a cheap fare when you need it is very convenient.”

– Metro Youth Council Member, Fall 2022

KEY OBSERVATIONS

Metro Bike Share stations increased 3.5x to 217 stations throughout LA County during the assessment period.

Metro Micro ridership has grown to serve more riders.

Figure 2.9

Metro Bike Share Usage and Stations

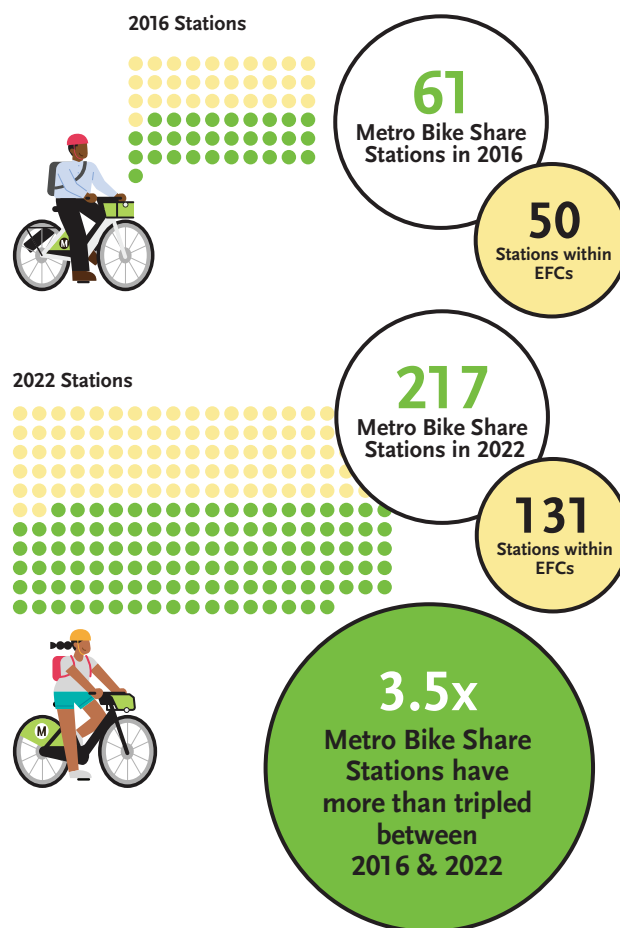
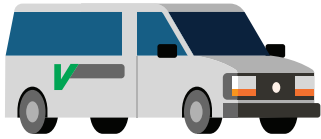


Figure 2.10

Vanpool



As of summer 2022,
Metro's vanpool program reduces

5,000,000

miles of VMT per month



4,500

participants



Figure 2.11

Access Services

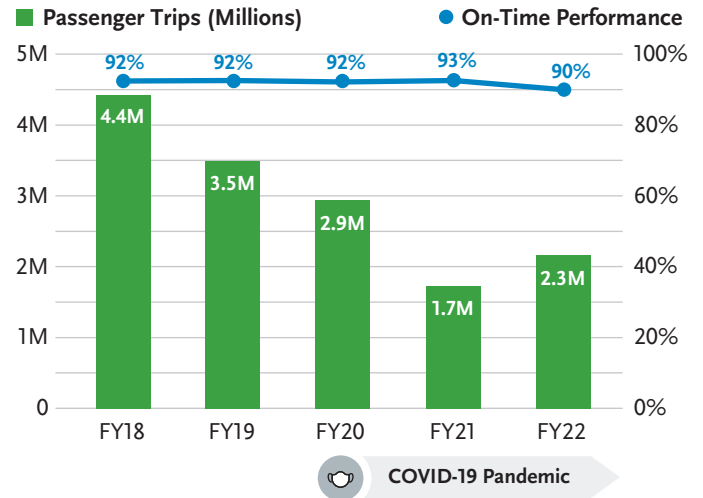
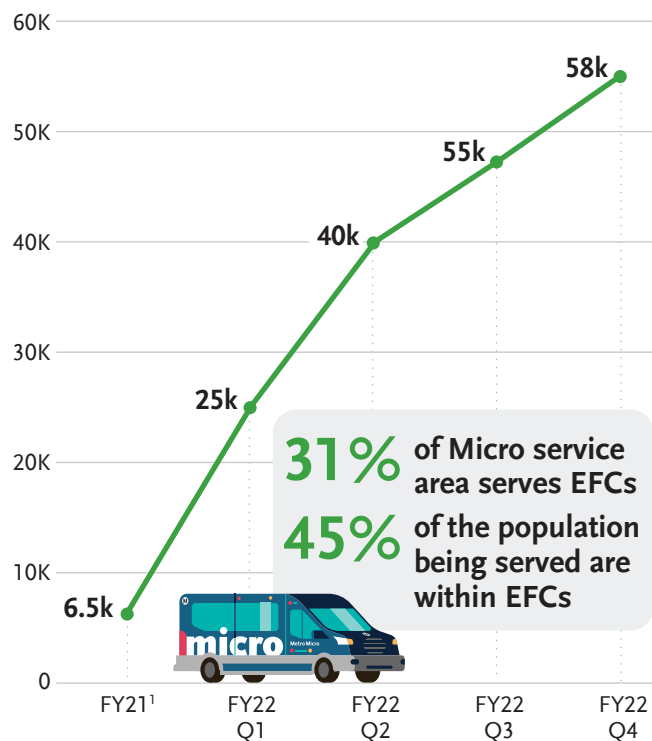


Figure 2.12

Metro Micro Ridership and Locations

Metro Micro Ridership Monthly Averages



¹ Metro Micro began in FY21



Winter 2020-2021

December 2020

Watts-Willowbrook
LAX-Inglewood

January 2021

North Hollywood-Burbank
Compton-Artesia
El Monte

Summer 2021

Northwest San Fernando Valley
Highland Park-Eagle Rock-Glendale
Altadena-Pasadena-Sierra Madre

Fall 2021

UCLA-Westwood-Century City

Mobility

How is Metro removing barriers to transportation affordability?

Metro has significantly expanded its fare affordability programs for low-income and student riders and continues to work to make enrollment easier for those who qualify. Seniors and riders with disabilities also receive a significant discount, which is especially meaningful for people in Los Angeles to age in place and/or have independent mobility. Metro also suspended bus fare collection from March 2020 to December 2021 to protect and support operators and riders during the height of the COVID-19 pandemic.

“

“Without free transportation fares, I literally would not be able to afford lunch. Free transportation fares have literally changed my life in more ways than one.”

– GoPass User

KEY OBSERVATIONS



The LIFE program has successfully tripled enrollment of customers that keep riding the system in early 2022.

Multiple Community-Based Organizations (CBOs) were actively promoting the LIFE program online and in the community, increasing overall enrollment and program awareness, but many eligible riders are not yet enrolled.



Metro’s base fare remains one of the lowest in the country (\$1.75 since 2014), and seniors, students, riders with disabilities and other groups are eligible for further discounts.

Figure 2.13

Fare Program Highlights

Low Income Fare is Easy (LIFE) Program

This program offers fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies, or 20 free rides on any one of the participating transit agencies.

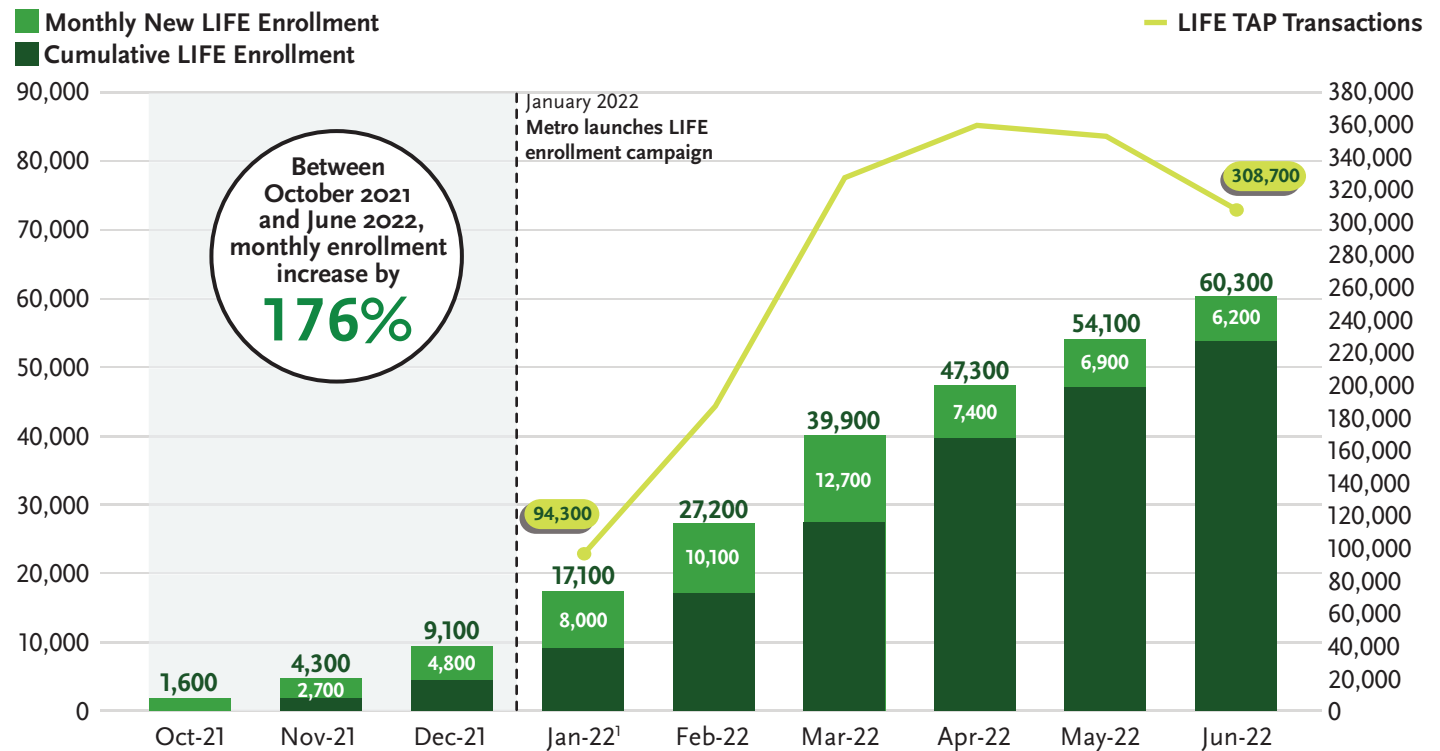
Fareless Initiative Pilot (GoPass) Students at participating K-12 and community colleges can enjoy the freedom of going anywhere, anytime for FREE on Metro buses and trains.

Access Services (ASI)

Approved Access customers can ride most bus and rail systems within LA County, including Metrolink, for free, as well as sign up for Access to Work van service, Beyond the Curb van service, and Parents with Disabilities van service.

Figure 2.14

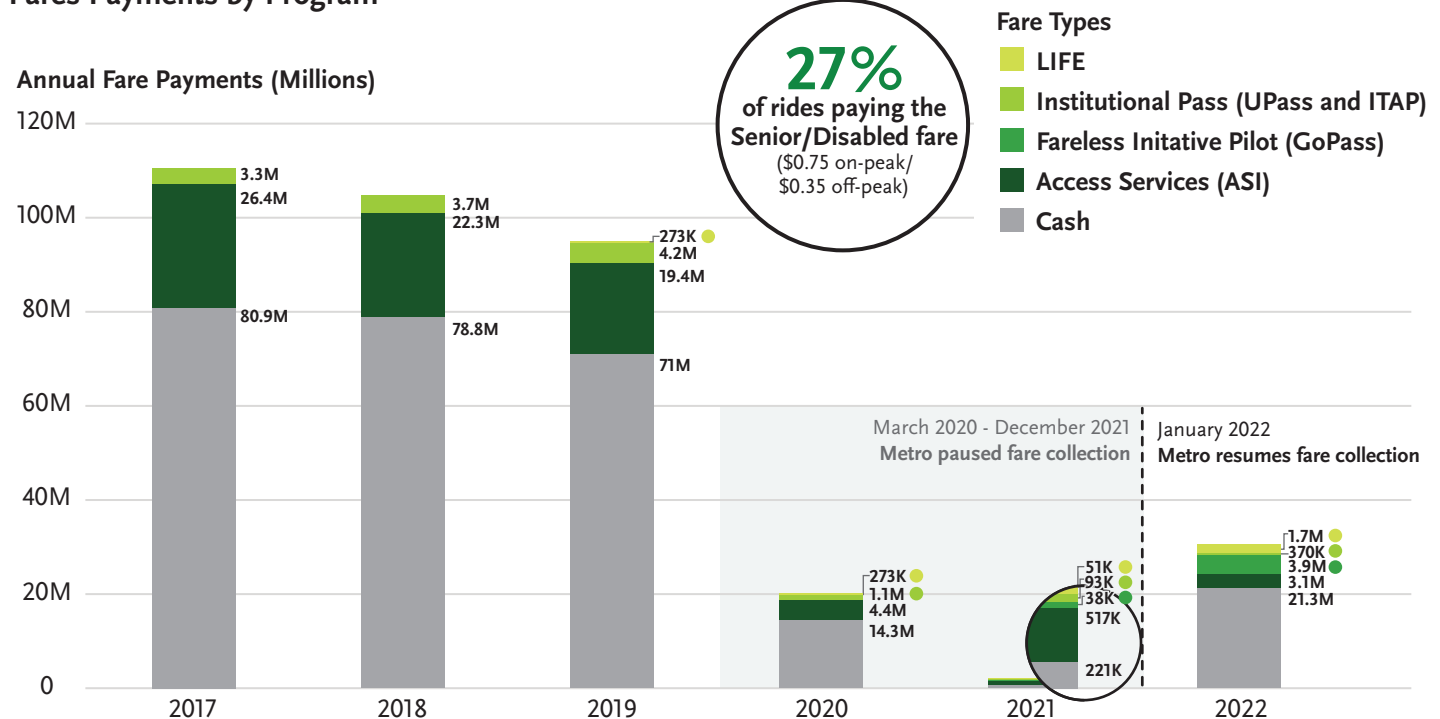
LIFE Program Taps Related to LIFE Enrollment



¹ LIFE TAP transactions increased quickly during the first few months of the 2022 LIFE enrollment campaign, stabilizing toward the end of the assessment period.

Figure 2.15

Fares Payments by Program



Mobility

How does going Metro compare to driving?

The Los Angeles region is notorious for traffic jams and long commutes. While Metro and other local agencies are consistently looking for ways to improve vehicular operations, rail and Bus Rapid Transit (BRT) provide travel times that are more consistent. For example, driving from Long Beach or the South Bay to downtown LA can typically take a range of 40 to 70 minutes. On the A Line it is usually just under an hour, providing a more consistent and reliable travel time. That consistency, along with a generally competitive travel time overall, can be a huge benefit for people traveling in Los Angeles.

KEY OBSERVATIONS

Transit travel times on rail/BRT are more reliable than driving times, which vary greatly.

Many rail/BRT routes are within average travel time or faster than vehicle commute times, while some remain slower than driving.

Fig 2.16 Legend (see facing page)

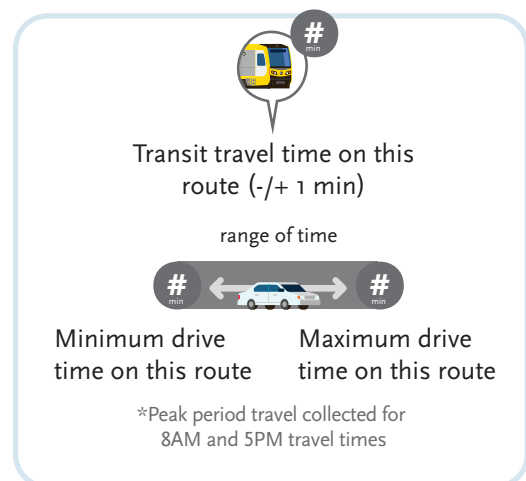
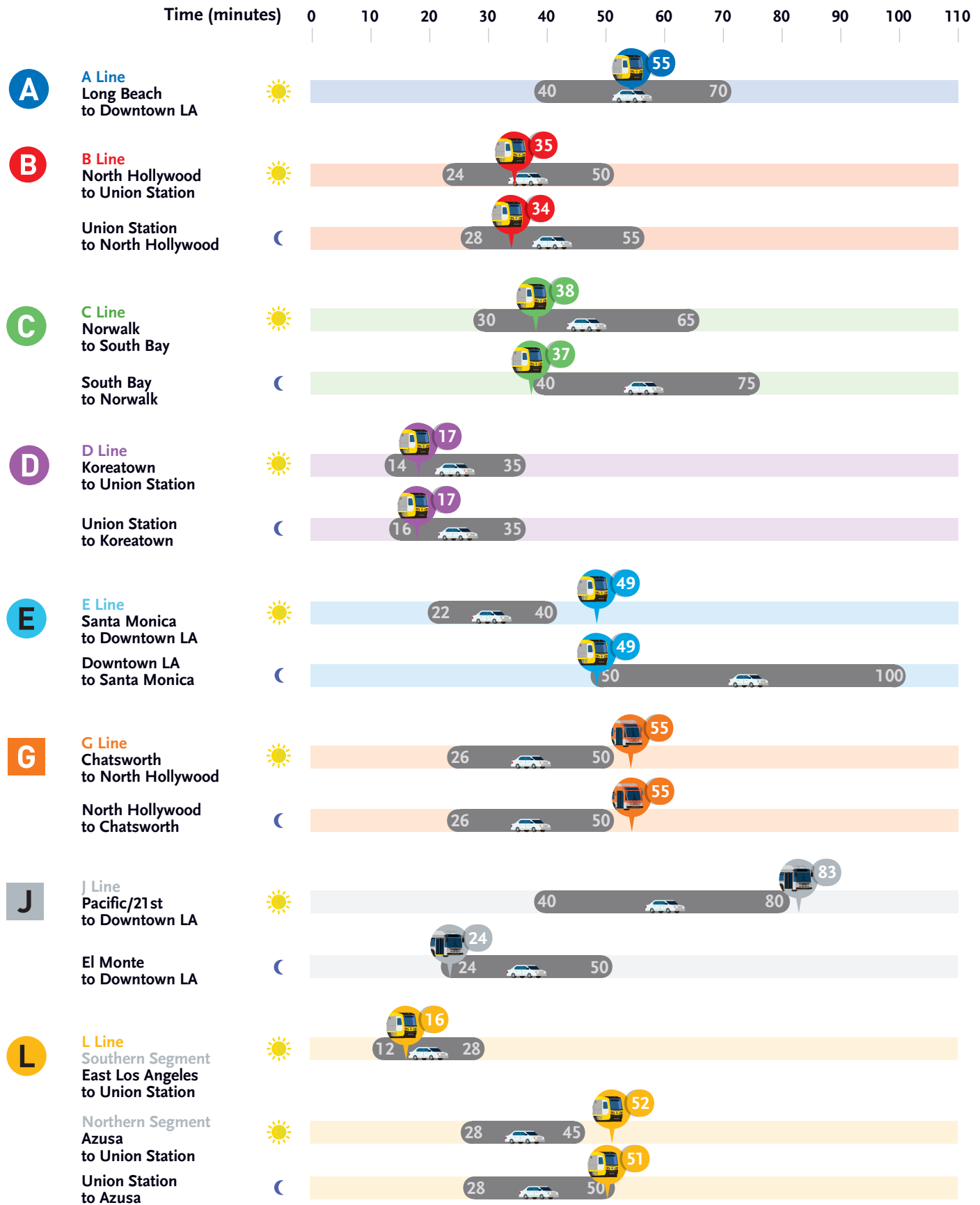


Figure 2.16

Travel Time Competitiveness



Bus lines noted as BRT in this assessment include Metro's G (Orange) and J (Silver) lines, which enjoy guideways generally separated from other vehicle traffic.

Mobility

What is Metro doing to ease congestion?

Primarily, Metro is working to build and operate fast, safe, and reliable public and active transportation options to ease roadway congestion. Metro also operates the ExpressLanes and Freeway Service Patrol programs to reduce congestion on freeways. The ExpressLanes program reduces trip time and increases travel time reliability for vehicles and buses that use the lanes, while the Freeway Service Patrol helps to quickly address bottlenecks by aiding drivers with disabled vehicles and moving them out of traffic lanes.

Travel Patterns and Mode Share

Travel patterns and mode split during the assessment period were impacted by pandemic disruption and the data continues to settle into updated patterns. Commute to work data is one source of known travel mode split that reflects this report's assessment period, rather than travel pattern projections from other sources, but only captures work trips. As newer data becomes available, further analysis is required to better understand the impacts of Measure M on Los Angeles travel mode split and traffic congestion from all trip mode types.

KEY OBSERVATIONS

- Customer satisfaction is high for Express Lane travel time savings and safety: 90% and 93%, respectively.
- Low Income Assistance Plan is effective at reducing barriers to entry for ExpressLanes among low-income users.
- In 2019, Metro responded to the needs of 307,000 motorists, which accounts to over 800 motorist per day.

Figure 2.17
Means of Transportation to Work in LA County

MEANS OF TRANSPORTATION TO WORK	2012-2016 MODE SHARE	2017-2021 MODE SHARE
Car, truck, or van: drove alone	73%	70%
Car, truck, or van: carpooled	10%	9%
Public transportation (excluding taxicab)	7%	5%
Walked	3%	2%
Taxicab, motorcycle, bicycle, or other means	2%	2%
Worked from home	5%	11%

Figure 2.18

Express Lanes Progress

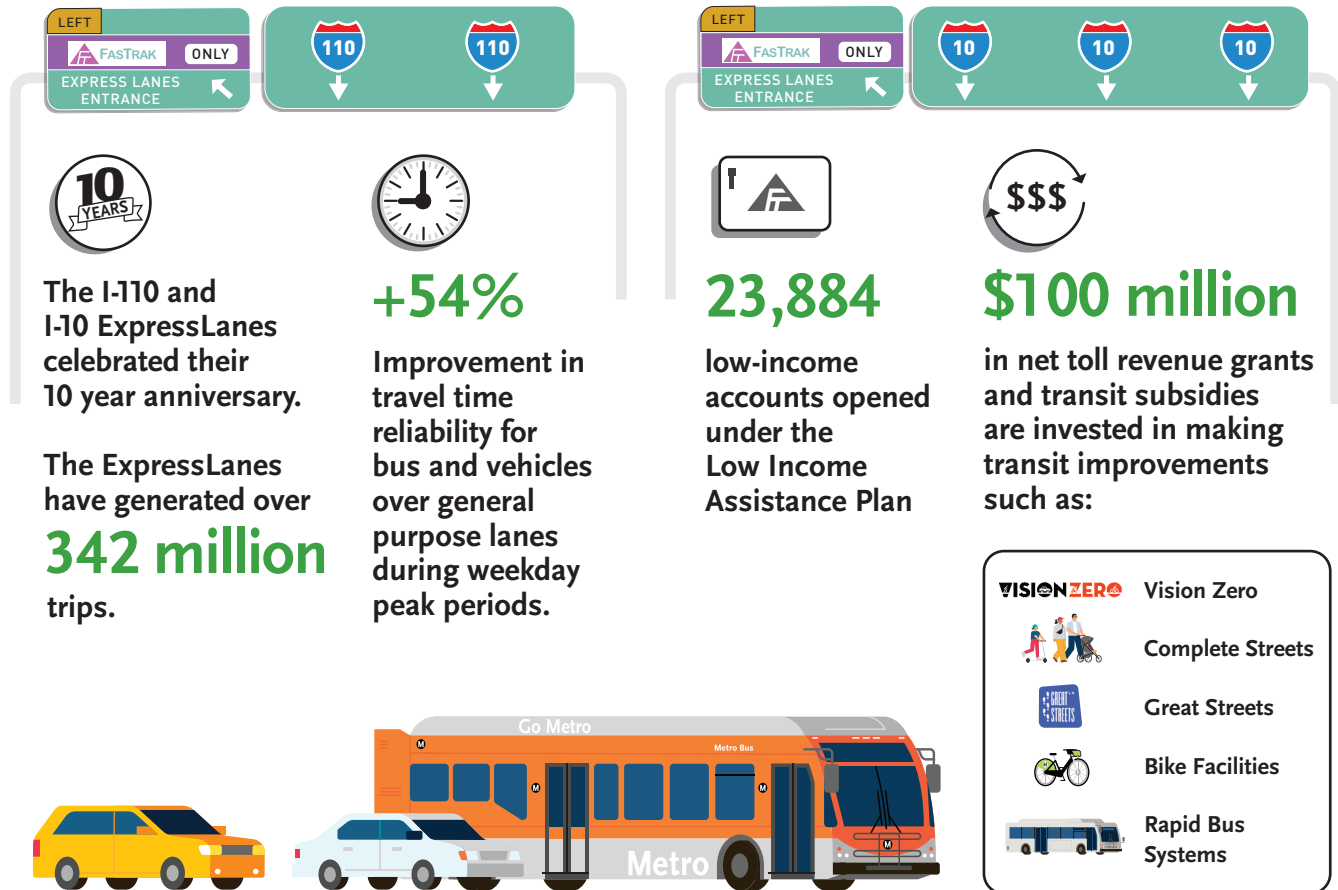


Figure 2.19

Freeway Service Patrol



In 2019, Metro served our freeway travelers with



307,000

Motorists assisted



7 minute

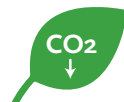
Wait to be assisted

In 2019, these assists saved LA County drivers



14,368,480

Gallons of fuel saved



126,442,623

Kg of CO₂ reductions



8,358,627

Hours of delay saved

Experience

Let's understand safety, comfort and convenience on Metro.

A positive customer experience is critical to sustaining ridership, especially as it relates to safety, service and affordability. People's sense of safety and security when using transit shapes their experience, and ultimately impacts decisions on how, when and whether to use transit. For many residents, there is no other option. Metro embraced the call to address racial injustice in law enforcement and expanded strategies to operate a safe, secure and equitable system. Customer experience surveys informed Metro decisions about service priorities. The reliability of transit service, vehicle cleanliness, accuracy of real-time information, and affordability determine whether Metro's customers can reliably travel with dignity and confidence. Measure M funds are not specifically allocated to customer experience programs and efforts undertaken by Metro. However, operations and state of good repair dollars contribute to reliability through transit service and managing Metro's transit vehicles and assets.

What was assessed?

Improving customer experience is a top priority, and understanding the experience of taking Metro is essential to evaluating Measure M. This report assessed trends using rider surveys and engagement, service performance and safety data to capture rider experience. Surveys and community feedback consistently suggest that Metro needs to improve in three key areas: reliability, cleanliness and safety.

How did that change from 2017-2022?

Multiple structural shifts converged during the assessment period, affecting rider experience: a national transit operator shortage, more people experiencing homelessness, and changes in attitudes and strategies around safety. Operating with fewer operators directly affected service reliability. Metro has prioritized improving conditions for operators through hiring, referral and scheduling practices, and reducing the risk of assaults. The statewide housing crisis plus growing economic hardships brought more unhoused people to Metro's facilities in parallel with changing perceptions of safety. Metro worked to address these changing conditions by maintaining security contracts with law enforcement agencies and investments in unarmed personnel, partnerships with homeless service providers, and launched the Transit Ambassadors program.



KEY QUESTIONS WE AIM TO ANSWER:

1. How is the experience of going Metro?
2. How secure is going Metro?
3. How reliable is going Metro?
4. How safe is going Metro?
5. How is Metro providing a clean riding environment?
6. How has Metro responded to the COVID-19 pandemic?
7. How is Metro providing inclusive and accessible service?

Experience

How is the experience of going Metro?

Overall, 87-90% of Metro bus and rail riders reported satisfaction with service up until 2019. Since the pandemic, those survey responses have dropped. Cleanliness, safety and reliability were named in post-2020 customer surveys among the top areas of complaint. Through refreshed customer experience surveys, plans and a new department within Metro, the agency has taken rider feedback seriously to prioritize solutions responsive to their concerns, including fully restoring service to pre-pandemic levels in 2022. In addition to addressing a substantial operator shortage, Metro continues to diversify personnel that engage with customers to improve their rider experience, but it will be critical to continue listening to feedback as ridership continues to increase.

“

“Having a Metro bus line to be able to hop on and go see my friends or to go to an event allows me access to so many more things that I wouldn’t be able to because I wouldn’t have transportation otherwise.”

– Metro Youth Council Meeting Participant. July, 2022

KEY OBSERVATIONS



60% of Metro Bus riders and 58% of Metro Rail riders are satisfied with the service they use, down significantly from pre-pandemic.



In 2022, 31% of rail riders and 50% of bus riders were satisfied with the cleanliness of their rides.



The 2022 Customer Experience Plan identifies actions addressing cleanliness, public safety, bus stop shade and seating, customer information, diverse needs, and institutionalizing customer experience.

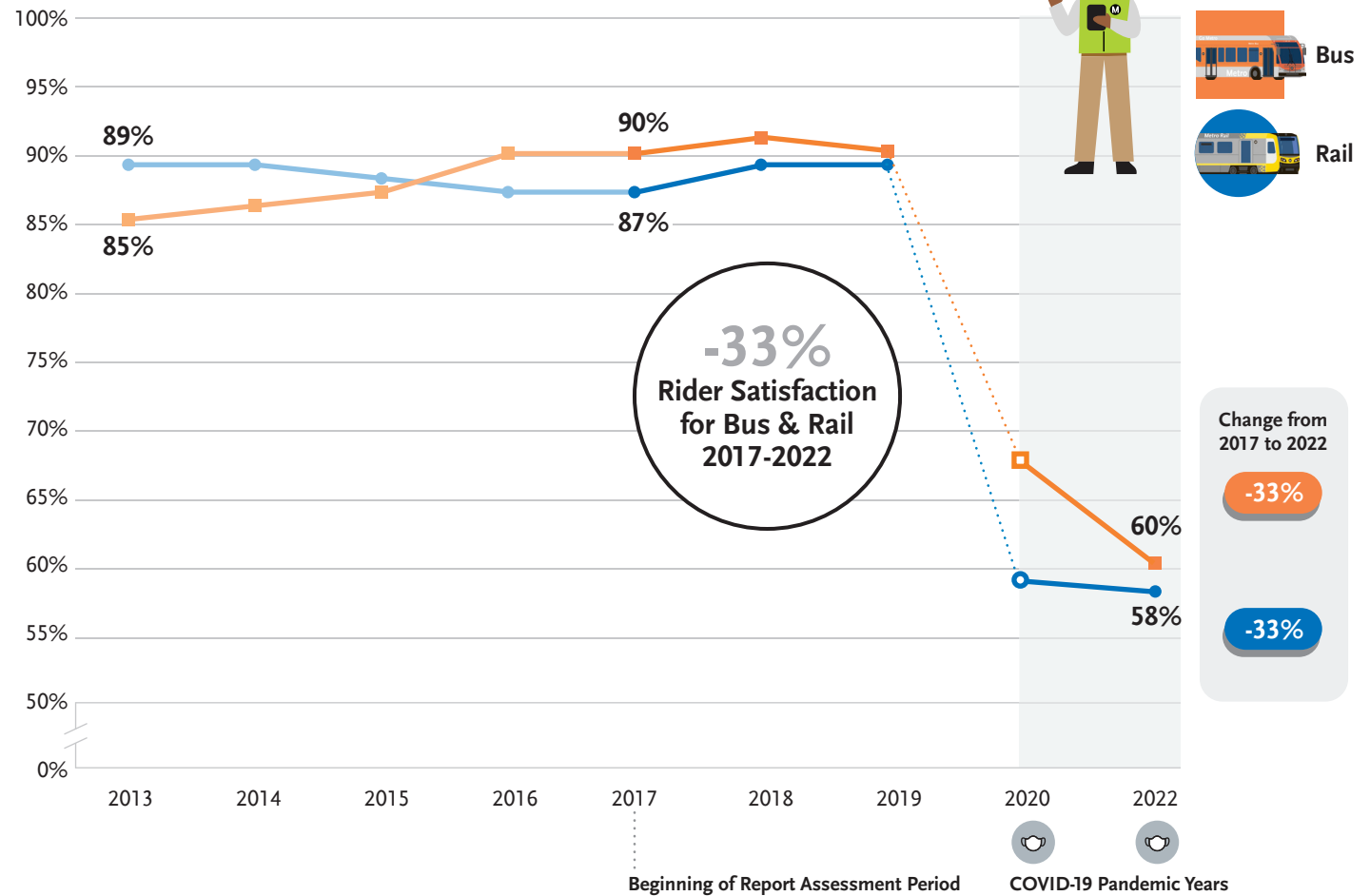


Focus group respondents tell us that there is room for improvement in making Metro’s facilities **accessible for those with disabilities and mobility challenges**, and noted **inadequate bus shelters and stops**, especially in low-income communities of color.

Figure 3.1

Overall Customer Satisfaction

Riders Satisfaction with Metro Service¹



¹ The 2020 CX Survey was conducted online, and these changes between the 2020 and updated 2022 survey may impact the ability to compare results. 2013 to 2019 data referenced from the Fall 2019 survey infographic.



Experience

How secure is going Metro?

Mirroring post-pandemic challenges of transit agencies nationwide, many Metro riders do not feel safe from crime, sexual harassment or race/ethnicity-based harassment on the system. In 2022, 34% of rail riders specifically report feeling less safe than in 2019. While the overall number of FY 2022 reported crimes are similar to FY 2018 levels, due to lower ridership they are significantly higher at a per-capita level. Metro is implementing a multi-pronged approach to address safety on the system through a number of initiatives. The Metro Ambassadors program and the Respect the Ride and Drug-Free campaigns are facilitating improvement in customer experience and reduction of illicit drug activity on Metro’s system, though implementation began outside of this report’s analysis period. With these new safety efforts, Metro will need to continue monitoring program progress and impacts going forward.

KEY OBSERVATIONS



49% of bus riders and 37% of rail riders feel safe from crime while riding the bus or train.



From 2018–2022, crimes against persons were the most common.

Total crime reports fluctuated between 2018–2022, but second quarter crime reports in 2018 and 2022 were roughly the same. Bus patrol, B (Red) line, and A (Blue) line have highest reported crimes by location.



Feedback from customers and community-based focus groups has been positive on the new Transit Ambassador Program.



While after the five-year assessment period, Metro is piloting a new approach to security on the K Line. Rather than lead with law enforcement personnel, community members hired through CBO partnerships and Transit Ambassadors are present on the system and ride the train.

Figure 3.2

Perceptions of Safety, 2017 and 2019

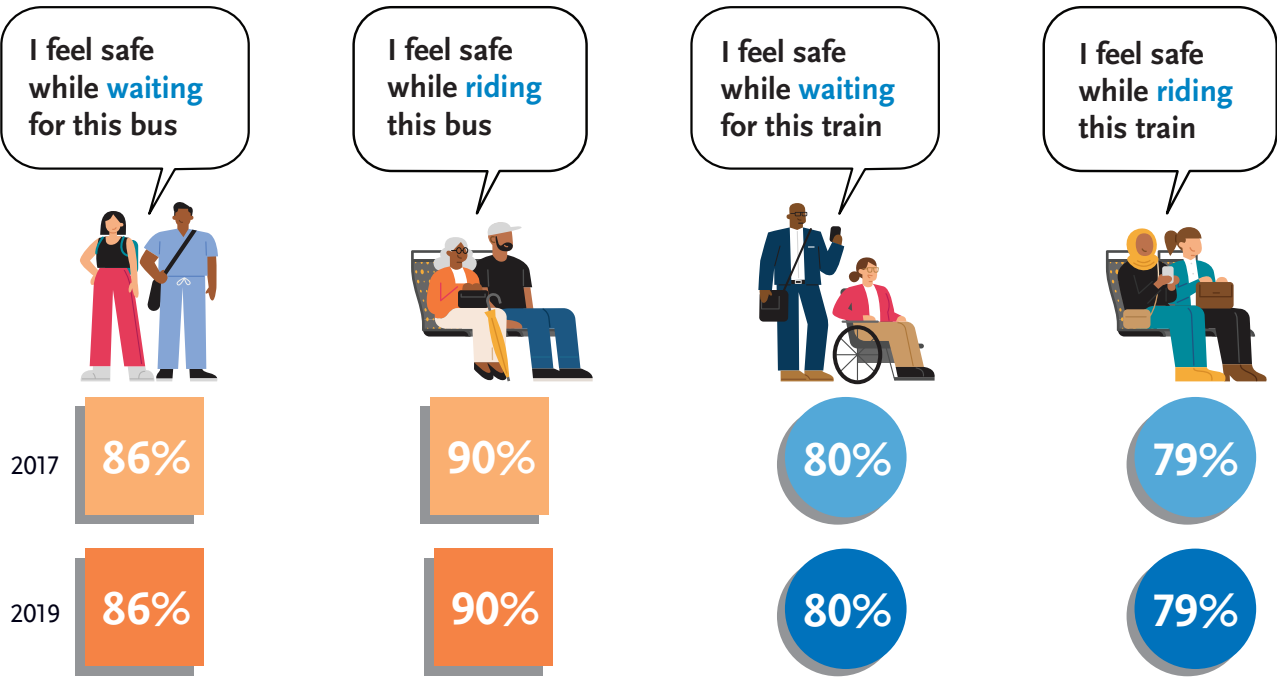


Figure 3.3

Perceptions of Safety in 2022

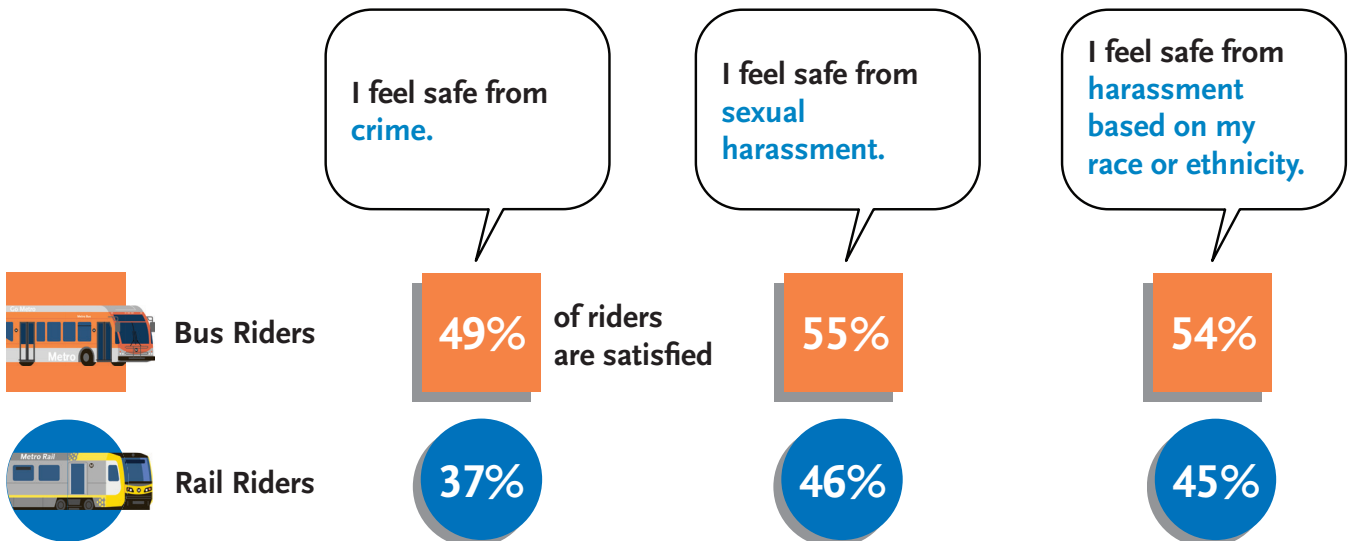
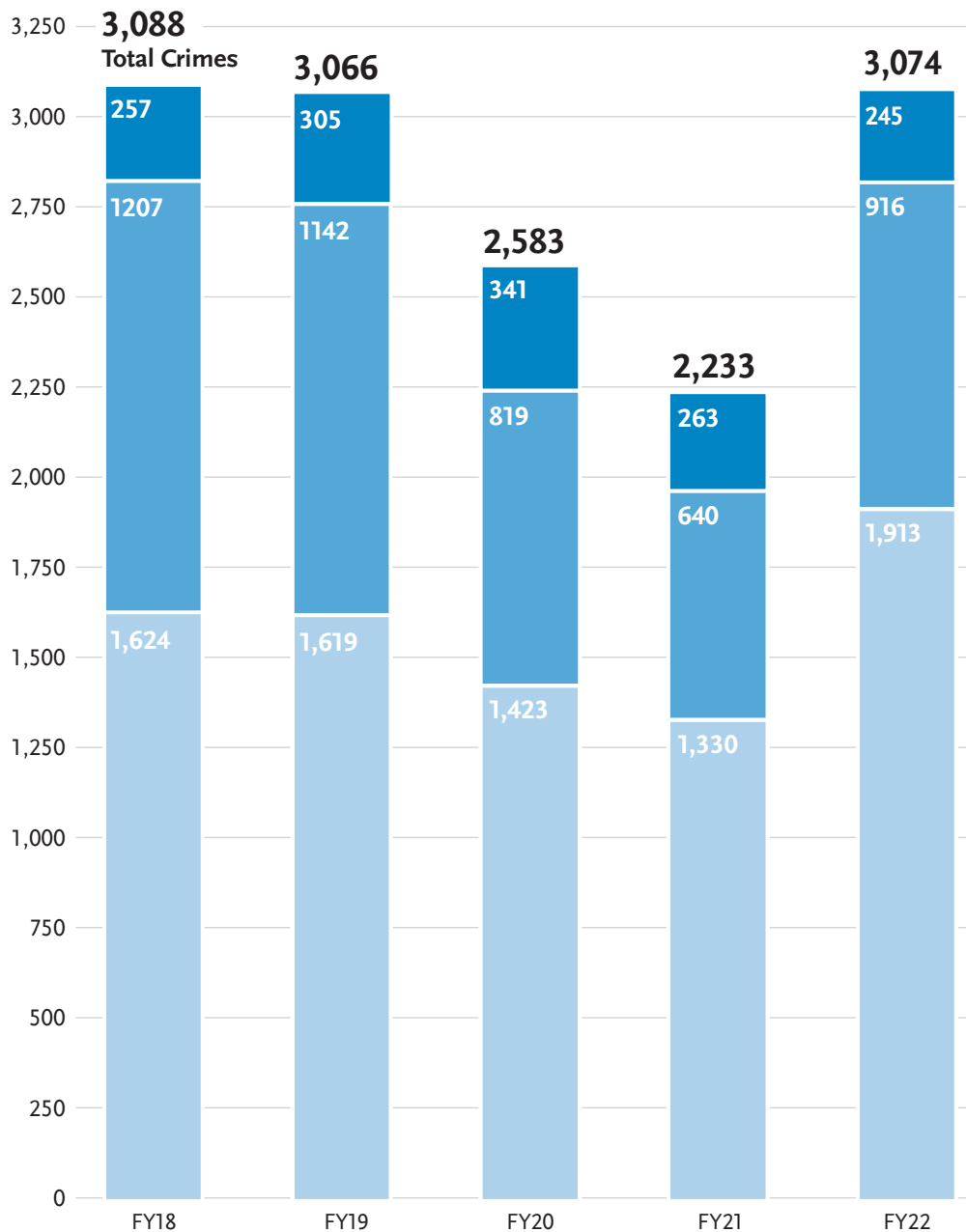


Figure 3.4

Recorded Crimes by Fiscal Year



Recorded
Crimes by
Fiscal Year



- Crimes Against Society
- Crimes Against Property
- Crimes Against Persons

Fiscal Year	Recorded Crimes per 100,000 riders
FY18	0.79
FY19	0.81
FY20	0.85
FY21	1.15
FY22	1.21



Figure 3.5

Transit Ambassador Program

Pilot program began October 7, 2022

Transit Ambassadors and Locations

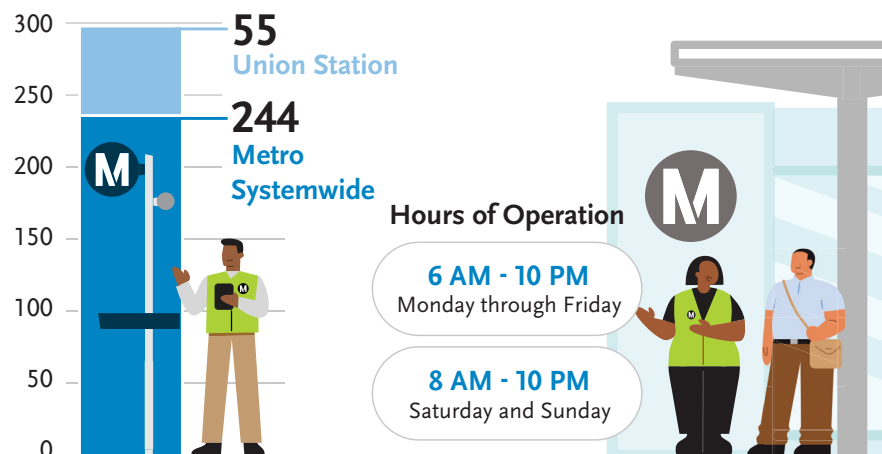


Figure 3.6

Safety-Related Programs from 2022



“Think about what security and safety mean to different people. Not all issues are addressed through increased security. To a lot of the people, I work with, increased security means more safety, but it can mean others feel uncomfortable. The Ambassador program shows a lot of promise, having programs and active community spaces can address some of these issues without enforcement.”

– Little Tokyo Service Center, Fall 2022

Experience

How reliable is going Metro?

Reliability is an important measure of a transit system, and one that Metro strives to improve year over year. Riders and those who have chosen not to ride Metro have cited reliability as a key factor in their travel decision-making and their level of satisfaction in riding. While rail has maintained a high average rate of on-time service, bus reliability is more inconsistent. Some of this may be attributed to the design of local streets that continue to prioritize private vehicles (e.g. few bus priority lanes), which was a condition before and during the assessment period. After the pandemic began, the national transit operator shortage greatly hampered Metro’s workforce and subsequently, transit service reliability. However, further assessment may be needed to determine factors contributing to Metro fleet mechanical failures occurring more frequently than target goals.

“

“People who don’t have smartphones can’t see this [real-time] information – it should be projected on the bus stop itself.”

– Climate Resolve Staff, Fall 2022

KEY OBSERVATIONS



On-time performance for buses appears to be more sensitive to traffic patterns or street design and should continue to be monitored.



Mechanical failures are occurring too frequently based on Metro’s targets.



86% of 2022 Customer Experience Survey respondents say that the train they’re on is generally on time (within five minutes).

Figure 3.7

Bus and Rail On-Time Performance

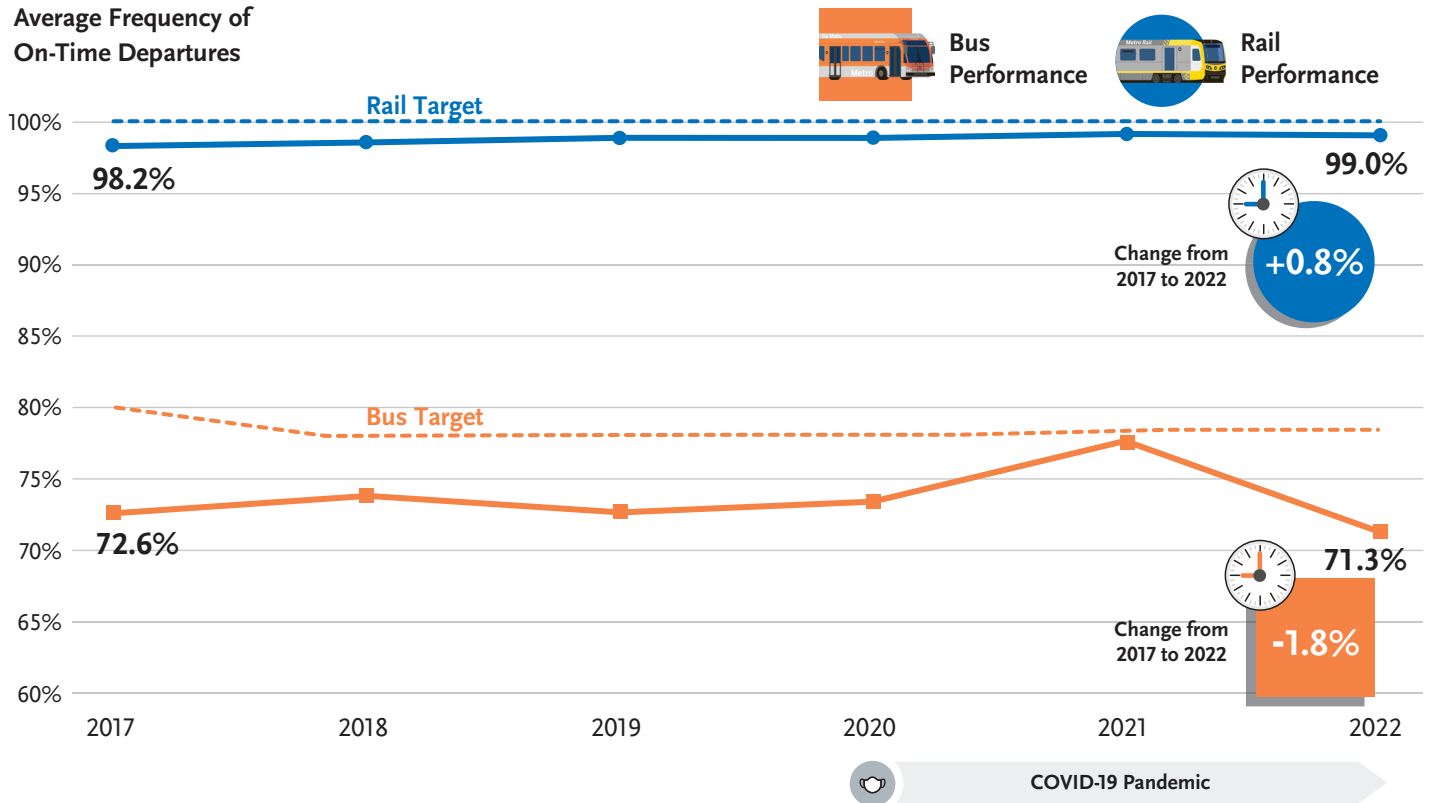
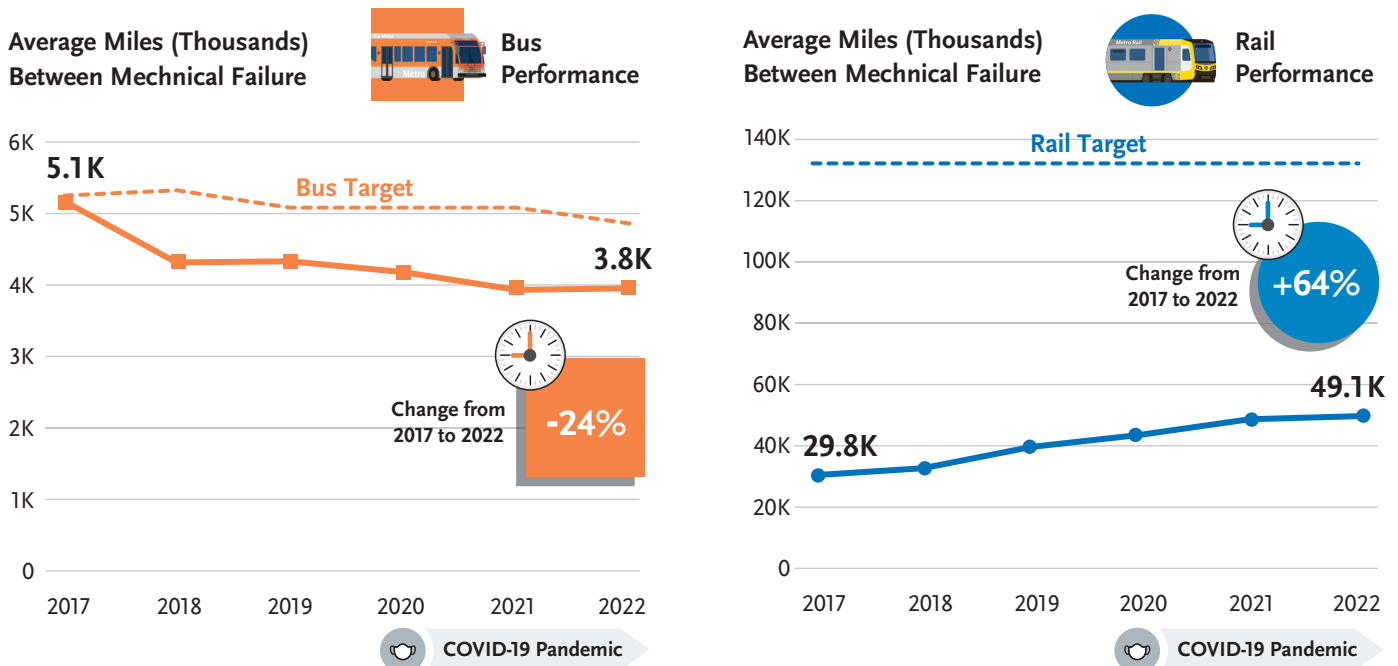


Figure 3.8

Bus and Rail Miles Between Breakdowns/Service Calls



Experience

How safe is going Metro?

Metro bus and rail operators receive extensive and ongoing safety training and are focused on the safety of everyone riding with them. Nevertheless, most of our buses and light rail vehicles operate in the street, introducing the possibility of collisions with other private vehicles in the roadway. Collisions with Metro bus and rail vehicles have decreased significantly since 2017. The number of fatal collisions, while very low as a percentage of all collisions, has risen slightly. Because many of Metro's vehicles operate on streets of local jurisdictions, Metro should continue its role to collaborate on safe street design and collecting street safety data, per the 2022 Metro Street Safety, Data Sharing and Collaboration policy.

KEY OBSERVATIONS



Bus collisions have remained low and declined alongside pandemic-related reductions in service.



Rail collisions, particularly fatal collisions, have increased even as service decreased.

Figure 3.9

Metro Rail Collisions

Number of Collisions
Per Year

All Collisions



Fatal Collisions

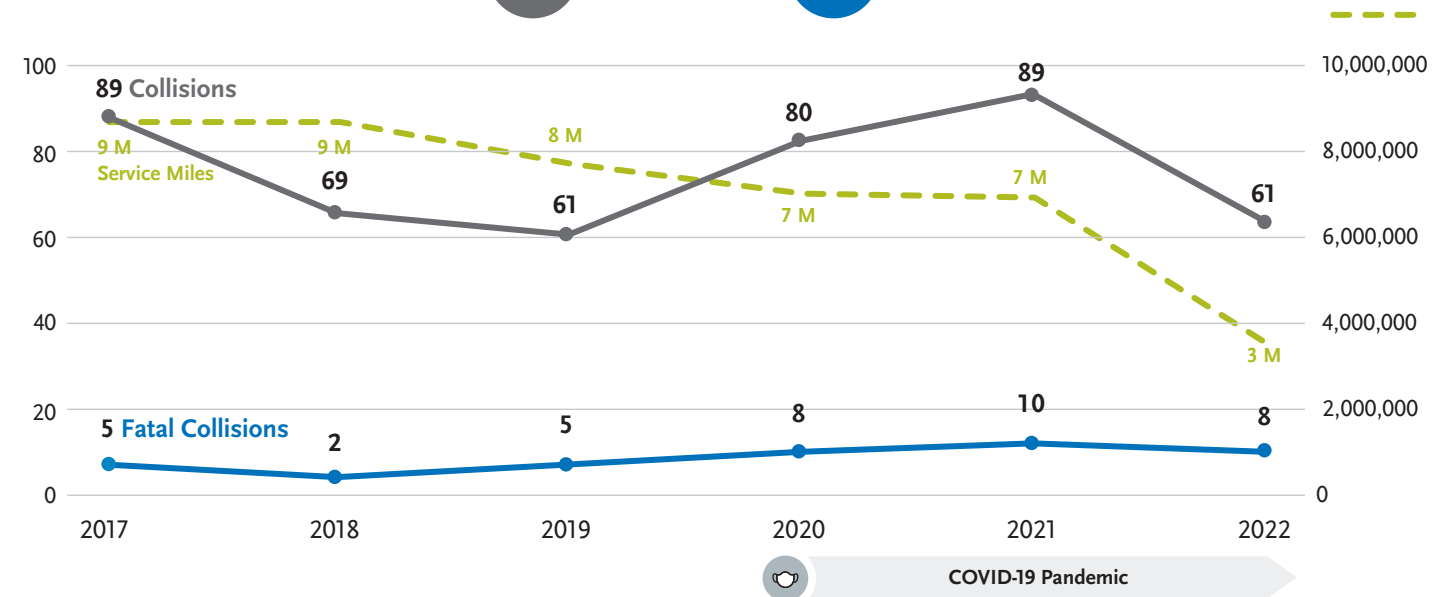
Service
Revenue Miles

Figure 3.10

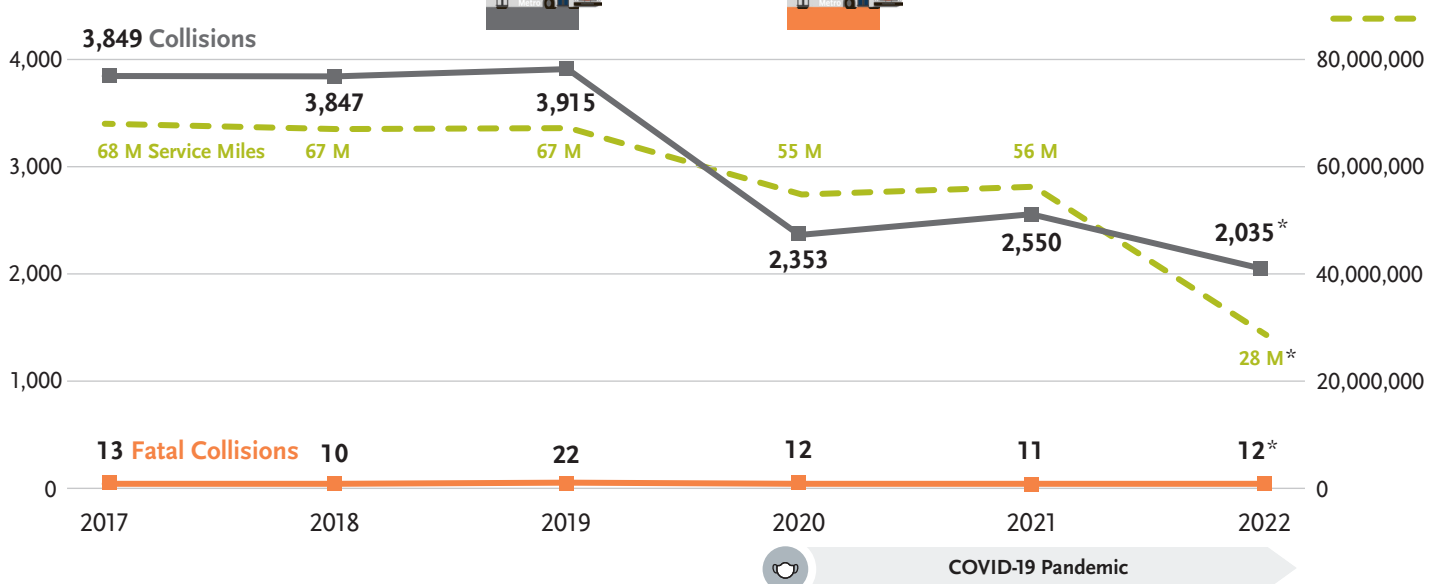
Metro Bus Collisions

Number of Collisions
Per Year

All Collisions



Fatal Collisions

Service
Revenue Miles

Experience

How is Metro providing a clean riding environment?

Metro understands that having a clean stop, station or ride is vital to giving customers a positive transportation experience. Cleanliness and sanitation became even more imperative qualities of public transportation during the COVID-19 pandemic. In efforts to proactively address any cleanliness issues, Metro established new cleaning policies after the start of the pandemic, launched a “Keep Metro Clean and Safe” campaign in 2021, and emphasized clean and safe initiatives in the budget announced in May 2022. Changes to seat materials, staffing, and regularity of bus and train cleaning have all helped, but further data collection from regular inspections and customer surveys should be closely monitored to assess how Metro has moved the needle on this topic.



“Most of the time the bus was clean that morning but by time other people ride on and leave the trash on the bus.”

– Reader Comment, 2022 Customer Experience Plan

KEY OBSERVATIONS



According to the 2022 Customer Experience Survey, for 20% of bus riders, cleanliness around the bus stop was a top three concern.



For 43% of rail riders, cleanliness inside the train was a top three concern.



Metro is implementing a number of cleanliness programs to begin addressing rider feedback.

Figure 3.11

Metro’s Response to Cleanliness Issues

Metro is cleaning all rail lines and buses daily.

Rail end-of-line cleaning and bus interior cleaning happens seven days a week.

Metro is moving away from cloth to vinyl seats on buses and rail cars.

As of August 2022, 49% of buses and 89% of rail cars have been updated.

Metro proactively reports and responds to bus stop conditions.

Metro’s Stops & Zones team uses a Location Management System on cell phones to record issues and respond to work orders.

Figure 3.12
Perceptions of Cleanliness, 2017 and 2019

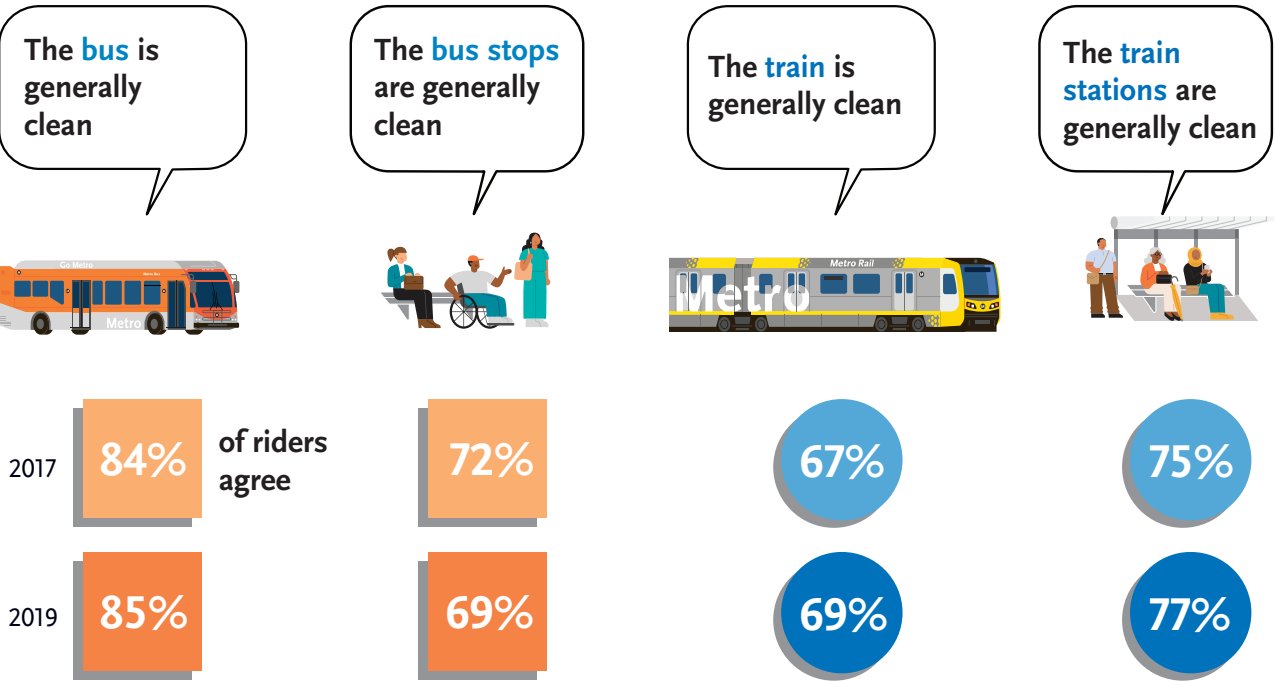
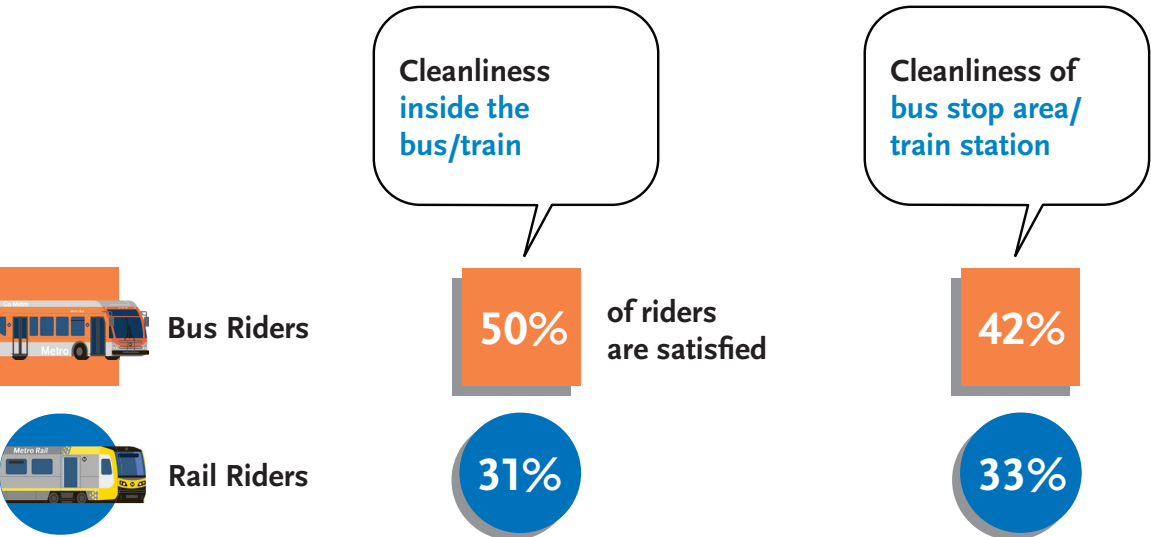


Figure 3.13
Perceptions of Cleanliness in 2022



Experience

How has Metro responded to the COVID-19 pandemic?

Metro adapted quickly to the COVID-19 pandemic to ensure safety of riders, operators, and other employees, and to provide transparency into agency processes and reporting. Major programs included enhanced cleaning protocols for stations, buses and trains, and vaccination sites at Metro stations. Facing the national transit operator shortage, Metro prioritized operator hiring and incentives to alleviate burdens on the existing workforce and reduce service disruptions. Metro has demonstrated its ability to respond to unprecedented emergencies with a focus on operator and rider safety.

“

“How is Metro reimagining comfort, health and safety for a post-pandemic future?”

– People for Mobility Justice Participant, Fall 2022

KEY OBSERVATIONS



Community challenges spurred by the pandemic have spilled onto the system, impacting the rider experience.



Metro provided quick and varied responses in relation to the COVID-19 pandemic, and has continued the more thorough cleaning protocols implemented during the pandemic.



Metro is on its way to meeting the needs of operators.

Figure 3.14

Metro's COVID-19 Response



Collected and Conveyed Information

- > Surveyed thousands of riders to obtain customer feedback and proposes improvements.
- > Provided a dashboard of information on confirmed COVID-19 cases for Metro employees and operators.
- > Updated reports on operation conditions and ridership levels.
- > Updated reports on service restoration and operator staffing levels.



Provided Health Access

- > Established vaccination sites at Metro transit stations.
- > Established robust cleaning protocols for stations, buses and trains.
- > Provided mask dispensers on buses, trains, and in rail stations.



Developed A Path Forward

- > Launched the **Keep Metro Clean and Safe** awareness campaign to eliminate smoking and littering, and encourage mask wearing.
- > Established **COVID-19 Recovery Task Force** to provide advice to the Senior Leadership Team.
- > Final Report by Metro's Covid-19 Recovery Task Force, **A Path Forward**, details a phased implementation of initiatives for restoring and improving service, new mobility solutions, and stronger public infrastructure and engagement.
- > Addressed labor shortages by offering new hiring incentives and benefits to bus operator positions.

As of
September 2022,
Metro has maintained
staff operating levels

87% for bus
96% for rail



Experience

How is Metro providing inclusive and accessible service?

Throughout the assessment period, Metro continued to provide access to riders with disabilities, including during the pandemic. However, utilization of these services, as measured through rides provided through Access Services and riders in wheelchairs boarding buses, declined along with overall system ridership in 2020 (see Fig. 2.11). Metro also translates many of its communication materials into 10 languages to ensure service information is accessible across the diverse communities in LA County. After the five-year assessment period, Metro also plans to implement strategies to meet needs identified in the 2019 *Understanding How Women Travel Study*.



“As a parent with a disability who uses the Parents with Disabilities program it has been a life saver.”

– Aging/Disability Transportation Network Committee, Fall 2022

KEY OBSERVATIONS



Collecting rider data disaggregated by demographics has helped Metro identify and respond to needs of historically marginalized groups.



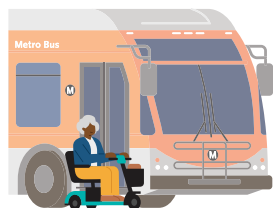
More analysis is required to identify and mitigate deterrents for members of the accessibility community to ride the bus more often.



As part of the 2022 Customer Experience Plan, Metro is working on better real-time alerts of elevator or escalator breakdowns, partnerships with innovative mobile apps to remove accessibility and language barriers to information, and plans for more ADA tactile guidance paths at stations.

Figure 3.15

Mobility Device Bus Boardings



2%
of boardings for customers
who use mobility devices
have to wait for the next bus

Total Bus Boardings

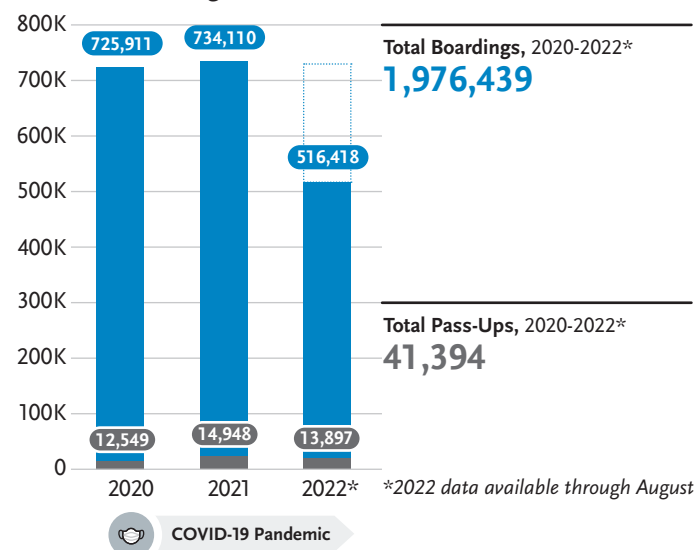


Figure 3.16

Women Riding Metro with Kids



57% of female customers with children
bring their kids on transit

23% of female customers say riding
on the train with packages or
strollers is easy

Courtesy seating decals were implemented
in 2020 to encourage riders to offer a seat to
customers with a disability, pregnant women
and parents with young children.

Figure 3.17

Languages at Metro



Community

Let's build connections through Metro's investments.

Metro riders represent a variety of cultures and communities across LA County. As a service provider, developer, and builder, Metro has tangible effects on local communities, their economies, and access to opportunities. Measure M is making funding available to local jurisdictions via the Metro Subregional Program (MSP); Metro Active Transportation, Transit and First/Last Mile (MAT) Program; Transit Operations (subsidies to municipal transit providers); and Local Return, which provides revenue directly to local communities. These local partnerships are critical for improving transit access in communities that need it most. Community engagement and partnering with community-based organizations is central to planning new transit services along the county's busiest travel corridors. In addition to transit corridor planning, Metro works with property owners, developers, and communities to encourage affordable housing, and walk/bike access to riders within a half-mile of proposed stations or major bus stops. These efforts rely on community partnerships to navigate what gets built, operated and maintained in the public realm.

What was assessed?

Local projects that benefit communities are funded by Metro but administered by regional agencies, councils of governments and local cities. This report assessed the distribution of local and subregional funds in the Stewardship section, as well as the progress on community-level efforts and conditions in this section. While Metro has a strong understanding of the many diverse communities across Los Angeles County, more analysis is required for a deeper understanding of the equitable distribution of resources to marginalized and Equity Focus Communities.

How did that change from 2017-2022?

Two community-oriented priorities shifted during the 2017-2022 assessment period. The first was a stronger agencywide commitment to authentic public engagement as a recognition of equitable implementation and a direct way to improve project delivery. Secondly, the transportation industry widely recognized that active transportation and complete streets investment, not highway expansion, was a sustainable strategy for environmental goals and addressed community health and environmental justice disparities. This latter priority became codified in 2020 when the state bill SB743 went into effect, requiring development and transportation projects to measure negative environmental impacts based on the overall amount that people drive (known as vehicle-miles traveled, or VMT). These shifts impacted some of Metro's project priorities and subsequent project delivery at the community scale.



KEY QUESTIONS WE AIM TO ANSWER:

1. What services are accessible from communities who need them most?
2. How walkable and bikeable are communities in LA County?
3. How safe are walking and biking in LA County?
4. What is Metro doing to support street safety?
5. How do different communities experience sustainability impacts?
6. How has Metro's approach to community engagement and partnership changed over time?

Community

What services are accessible from communities who need them most?

Access to jobs is a key service that Metro provides – but there are many other destinations that play an important role in people’s health and connections, helping to build and retain their community. Increases to frequent bus service through the NextGen Bus Plan support transportation access to key destinations like health care, senior services and cultural centers. Overall, transit service in LA County provides connections to community amenities and services; however, more analysis is required to more deeply understand origin and destination patterns for these trips.



“If you’re not within a relatively short/walking distance to a Metro stop, transit access is a challenge: non-work trips, school, errands rely on public transportation in ‘neighborhood trips’ there is room for improvement.”

– Koreatown Youth + Community Center Participant,
Fall 2022

KEY OBSERVATIONS



Health care in LA County is accessible on Metro, with 94% of county health clinics, 92% of hospitals and medical centers near (within a 1/4 mile) Metro bus or partner transit agencies stops.



Community services are accessible as well, with 90% of senior services, and 96% of cultural and performing arts centers in LA County near (within a 1/4 mile) Metro bus or partner transit agencies stops.

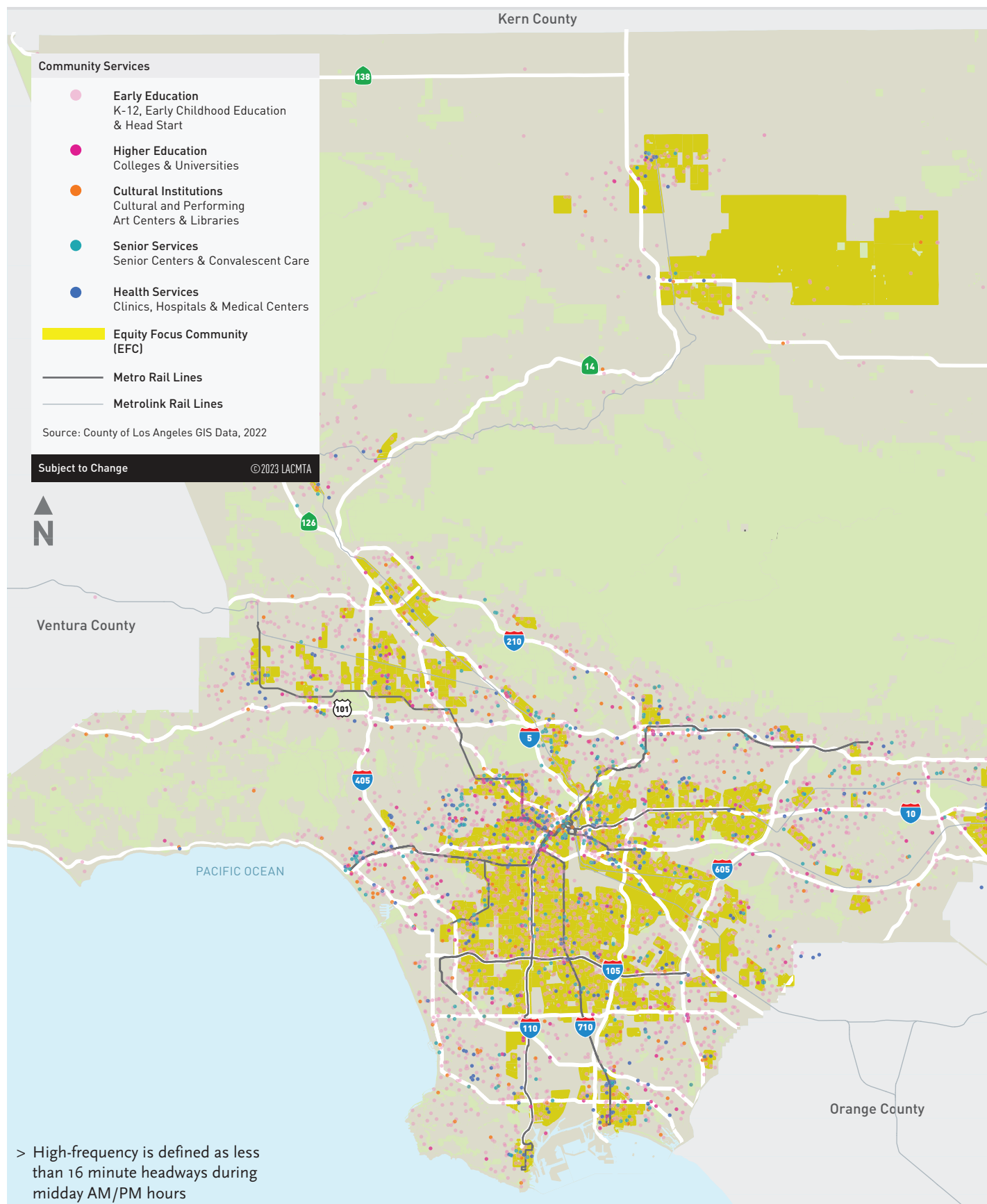


On average across community services, only 50% are served by high-frequency bus services.

Metro’s **Equity Focus Community (EFC)** metric helps identify where transportation needs are greatest. For a definition of EFCs, see [page 20](#).

Figure 4.1

Community Services Near Bus Stops



Community

How walkable and bikeable are communities in LA County?

Diverse communities throughout LA County use active transportation to get around. Although local governments in the county have the leading role in expanding safe walking and biking infrastructure, Metro supports and coordinates this process with new bikeways and Metro Bike Share stations. However, additional infrastructure improvements are necessary to create a safe environment for active transportation.

“

“The bike locker system is not comprehensive—not having an easily accessible system is a deterrent to potential users.”

– Climate Resolve Staff, Fall 2022

KEY OBSERVATIONS



Since 2020, 2,200 miles of bikeways throughout LA County have been built.



Measure M is the first sales tax measure in LA County to include active transportation as a line item.



Top barriers to riding a bike in LA County from multiple sources include lack of dedicated bicycle lanes and paths, drivers being unaware of bicyclists and lack of adequate bicycle parking/storage at destinations.

Figure 4.2

Existing Bikeway Miles by Class

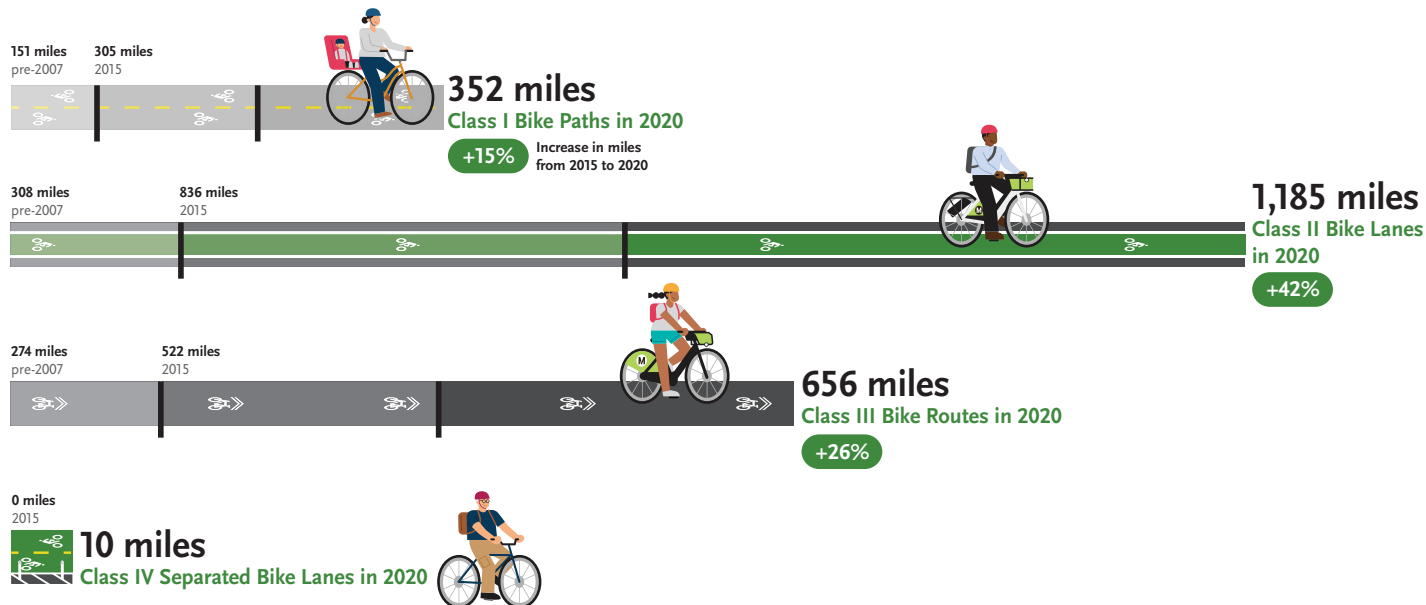


Figure 4.3

Walk/Bike to Work By Race

How Do You Get to Work?

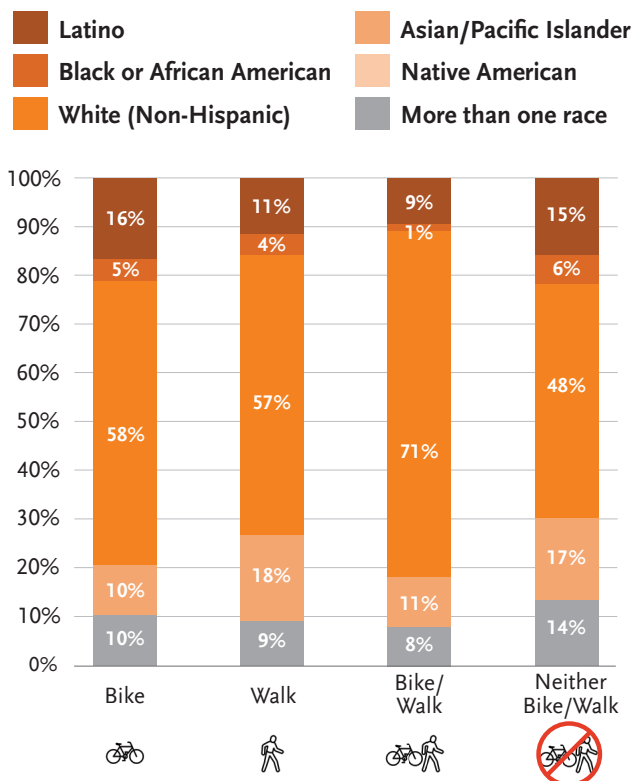
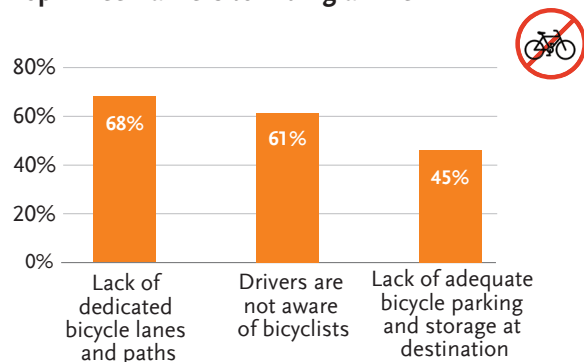


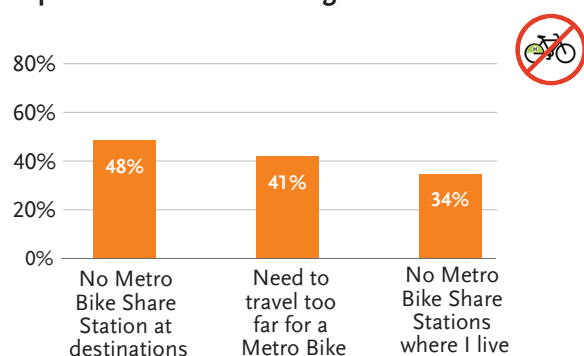
Figure 4.4

Top Barriers to Biking in LA from Metro Bike Share Users

Top Three Barriers to Riding a Bike in LA



Top Three Barriers to Riding a Metro Bike in LA



Community

How safe are walking and biking in LA County?

Collisions have decreased significantly in LA County over the past five years. However, collisions resulting in severe injury or death have increased over the same period. Black road users are disproportionate victims of traffic violence, particularly when walking. While Metro does not directly manage street design, which can impact safety for vulnerable road users, the agency plans and partners with other agencies on First/Last Mile projects, an active transportation regional network, and separated facilities like the LA River Bike Path. In 2022, Metro adopted a Street Safety, Data Sharing, and Collaborative Policy to clarify Metro’s roles as an operator, planner/builder, funder and more in managing traffic violence.

What is a KSI collision and why focus on it?

- > Collisions where someone is **Killed or Seriously Injured** are identified as KSI
- > Often, those walking and biking are most impacted by higher severity collisions
- > Focus on KSI collisions can help us zoom in on the events and scenarios that are most impactful to a community

KEY OBSERVATIONS



92% of National Household Travel Survey (NHTS) respondents said that safety concerns do not deter them from biking more, and 80% of respondents said that safety concerns do not deter them from walking more.



Collision totals countywide are down 40% over the last five years.



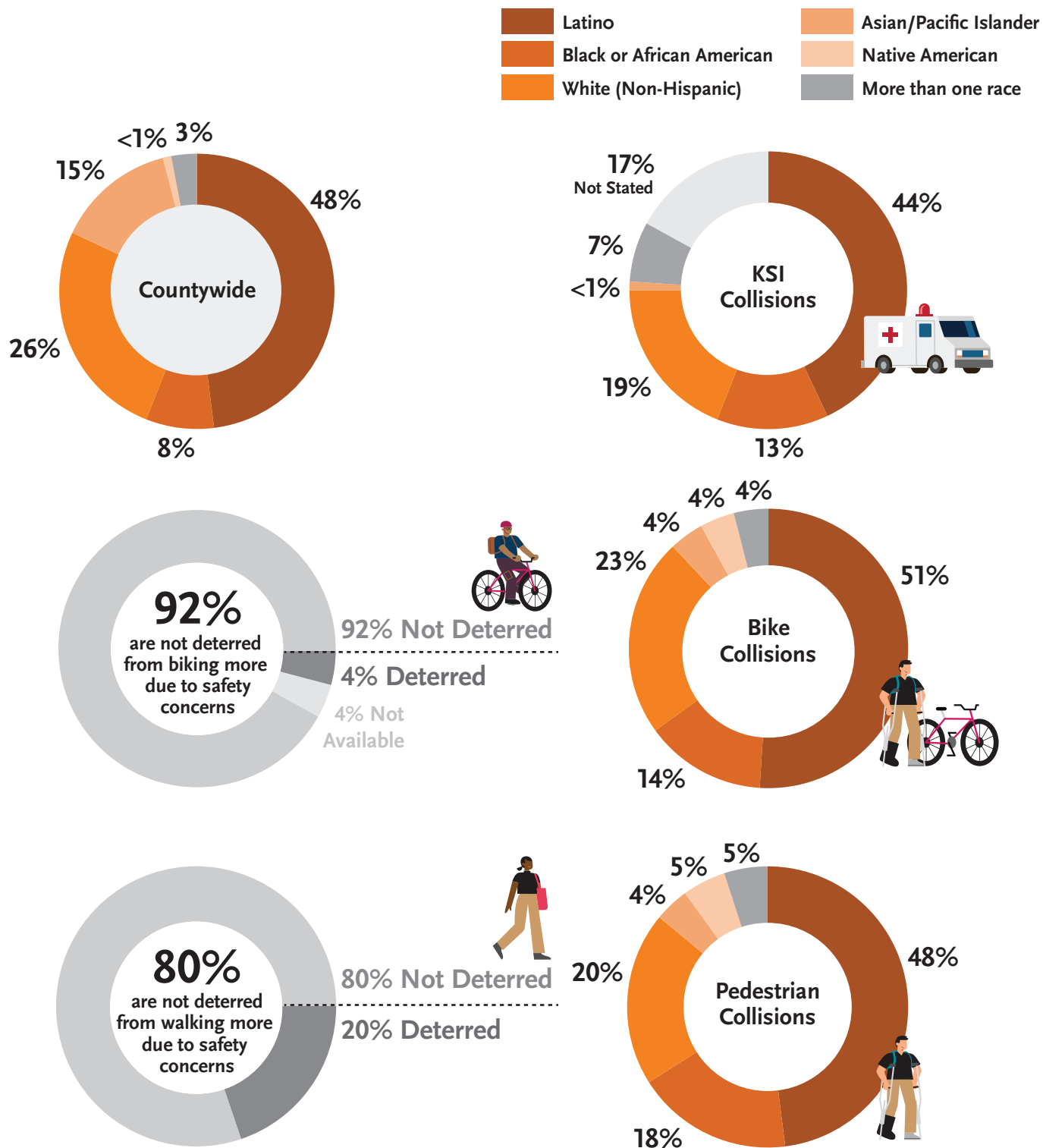
Bicycle and pedestrian collisions are down 50% and 40%, respectively. However, collisions where someone was killed or severely injured are up 16%.



There are disparities in who is most impacted by collisions. While 8% of the county’s population is Black, 15% of collisions involve a victim who is Black. This trend becomes even more disproportionate when looking at pedestrian collisions, where 18% of victims are Black.

Figure 4.5

Walking and Biking Concerns and Collisions by Race in LA County



Community

What is Metro doing to support street safety?

While state agencies and local governments have primary responsibility for street safety, Metro works with these organizations to create safer streets, particularly at or near transit stops. Further, Metro serves as a funding pass-through to local jurisdictions, including \$750 million distributed via Local Return and \$185 million to local subregions during the assessment period. The new Street Safety, Data Sharing, and Collaboration Policy details Metro’s actions to implement a Safe Systems approach to street safety and guides efforts to improve multi-jurisdictional coordination. However, specific investments into quality of life improvements such as street safety, heat resilience and bus shelters are not tracked by Metro once distributed to local jurisdictions.

KEY OBSERVATIONS



Metro’s proactive role in street safety helps address multi-jurisdictional barriers to coordination and project delivery.



Metro does not currently track how Local Return-funded projects address street safety.



“The issue with safety is not just on the train it’s also from where you are until you get to the train/bus. I understand that’s outside of Metro, but that can be an obstacle to using the service.”

– Social Justice Learning Institute Participant,
Fall 2022

Figure 4.6

Street Safety Policy Summary

Metro works toward safer streets through multiple avenues:



Operator

Metro analyzes safety data from bus operations to inform future route planning and customize operator training.



Planner/Builder

Metro helps local jurisdictions plan and build safer first/last mile connections to major transit stations.



Innovator

Metro pilots a number of technologies to improve safety for road users, including on-board detection to prevent bike-bus collisions and rubber ramps to make bus islands ADA-accessible from the sidewalk level without obstructing the adjacent bike lane.



Data Collaborator

Metro builds and maintains datasets used to inform local and regional Vision Zero plans to eliminate traffic-related fatalities.



Funder

Metro partners with local nonprofit organizations to conduct Bicycle Education Safety Training (BEST) workshops and provides transit safety presentations to schools near light rail lines.



Educator

Metro's Rail Safety Program seeks to increase awareness of rail safety through interaction and informative education programs and workshops.



Legislative Advocate

Metro continually tests new bus safety technology to prevent collisions involving transit riders and vulnerable road users.



Community

How do different communities experience sustainability impacts?

Environmental resilience has become a critical issue for residents across LA County. Urban heat island effects compounded by rising temperatures and the region’s lack of tree canopy along urban transit corridors can affect Metro customers who are most vulnerable. Tracking disparities in resilience between LA County communities can guide Metro’s investments and partnerships for sustainable solutions to climate change and extreme weather conditions.

“

“Improve infrastructure at bus stops like increase the number of bus shelters, modify bus stops by adding shade structures, add charging stations at bus stops, add solar roof at bus shelters. It is especially needed in inner city bus stops.”

– SLATE-Z Participant, Fall 2022

KEY OBSERVATIONS



50 Metro stations and 10,776 Metro bus stops are within one mile of a cooling center.



50% of EFCs have only 10% tree canopy coverage, leading to more personal weather impacts and social vulnerability.



Metro continues to partner with local jurisdictions to implement shade and other rider amenities at bus stops.

Figure 4.7

Shade Across the County

Tree canopy coverage reduces the urban heat island effect and can provide natural habitat for local wildlife while providing cooling refuge for residents using sidewalks and public transportation.

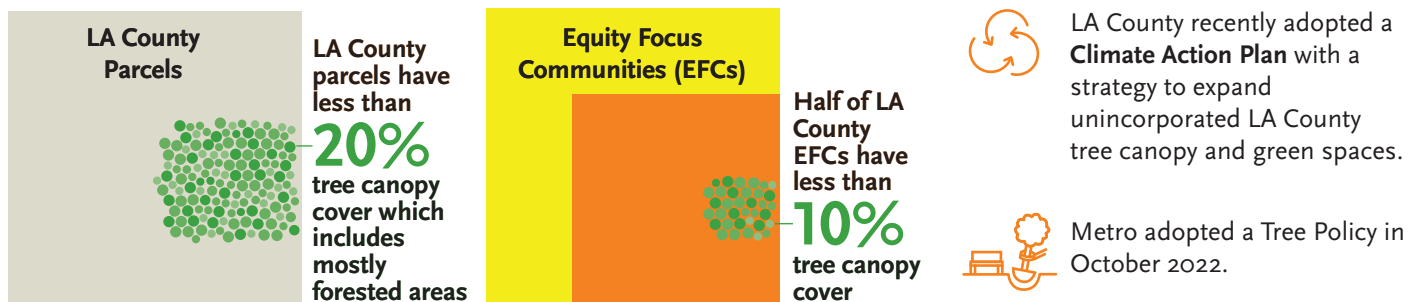


Figure 4.8

Heat's Effect on Households

LA County's Climate Vulnerability Assessment identifies groups and locations considered highly vulnerable to climate hazards through the end of the century. South LA in particular will see a significant increase in both temperatures (associated with urban heat island impacts) and social vulnerability.

Possible opportunities for Metro include:



Identify Metro asset investments that are co-located with city/county urban heat island projects to strategize on improvements that may reinforce individual efforts.



Incorporate cool roofs and pavements into Metro improvements, prioritizing locations within Equity Focus Communities (EFCs).

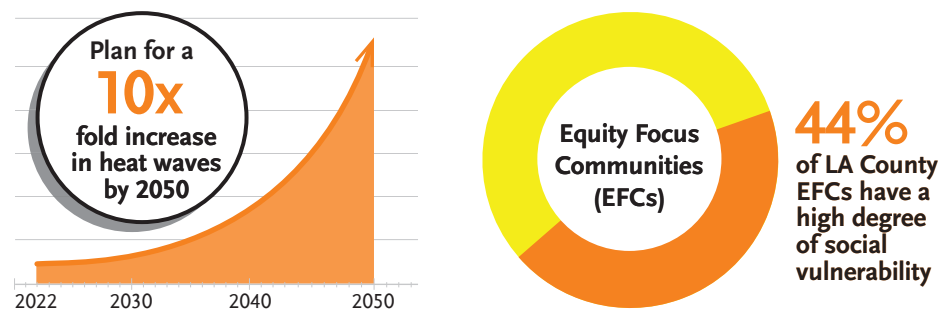


Figure 4.9

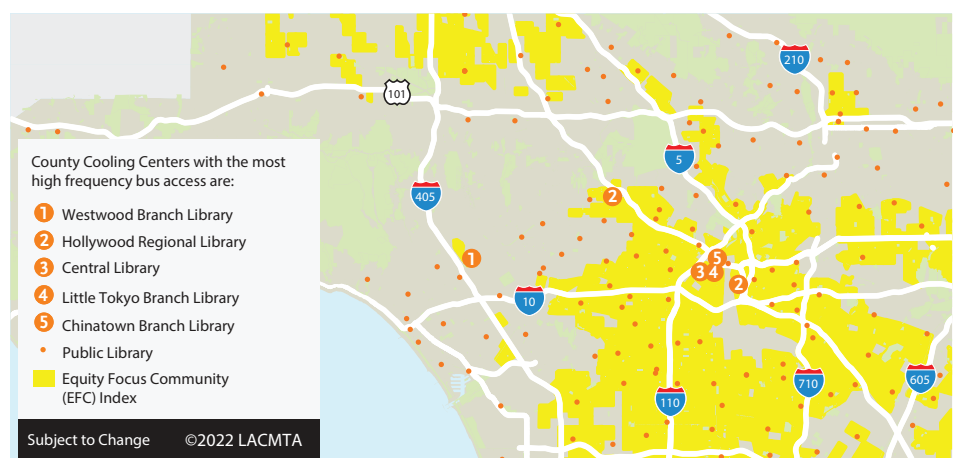
Places to Cool Off

Cooling Centers are typically air-conditioned or cooled buildings designated as sites to provide respite and safety during extreme heat events. LA County has identified Cooling Centers managed by the county, City of LA or other agencies.

179 Cooling Centers in LA County

165 are near a high-frequency bus stop

85 are within 500 feet of an Equity Focus Community (EFC)



Community

How has Metro's approach to community engagement and partnership changed over time?

Metro continues to evolve the way it engages with communities to better understand their needs, desires, and knowledge, and to build a transportation system that meets those needs. Metro proactively seeks out the voices of transit riders, compensates CBOs for their time and expertise, and communicates in a variety of languages and mediums. During the analysis period, Metro has adopted the Equity Platform Framework, which highlights Listen and Learn as a key pillar; began implementing the Community-Based Organization (CBO) Partnering Strategy; pivoted to virtual outreach in response to the onset of the COVID-19 pandemic; implemented an Advisory Body Compensation Policy; and updated the Title VI Public Participation Plan, increasing the Minimum Baseline Threshold for Public Outreach.

KEY OBSERVATIONS



Metro has continued to iterate its approach to community engagement, following best practices to compensate and partner with community-based, faith-based and community development organizations.



Of the businesses enrolled in the pilot Business Interruption Fund, 94% have remained in operation six months post-grant award; 88% have remained in operation one year post-grant award; and 76% have remained in business two years post-grant award.



Metro has grown its annual budget outreach process, including earlier outreach both in-person and online.

Figure 4.10

Engagement and Partnership Initiatives



Metro's 2022 Update to its Title VI Public Participation Plan

Metro's plan to meet and exceed federal requirements in engaging the public is updated every three years. The current plan incorporates Metro initiatives such as the Equity Platform Framework from 2018, Community-Based Organization (CBO) Partnering Strategy, as well as the following programs:

> **Minimum baseline thresholds for public outreach**

Outreach efforts are specifically formulated for any new bus, rail, highway, TOC Project, or any change in bus and rail services or fares to reach transit riders with the greatest mobility needs.

> **Virtual outreach due to the COVID-19 pandemic**

"Safer At Home" campaign and other public health orders

> **Advisory Body Compensation Policy**

Advisory members of the public who provide input to Metro on programs, projects and other initiatives can be compensated based on their level of involvement.



The Equity Platform Framework

Metro works to create more equitable access to opportunity through four areas of action:



Define and Measure



Listen and Learn



Focus and Deliver



Train and Grow



Budget Engagement Plan

The FY23 Proposed Budget Public Engagement effort began in Fall 2021 (prior to the start of the budget development process) to ensure community, stakeholder and rider feedback was incorporated to the greatest extent possible. The FY23 budget survey responses showed an increase of 1,099 respondents reporting an annual income of less than \$25,000 from the FY22 process.

**Engagement Strategy
Number of Participants**
* September 2021-May 2022

> **11,200** at Telephone Town Halls
> **8,000** Budget Survey Responses
> **4,300** Budget Survey Comments
> **7,000** Budget Portal Visits
> **300,000** Email Blasts Received
> **24** Stakeholder & Public Engagement Meetings



Metro's Community-Based Organization (CBO) Partnering Strategy

Metro establishes consistent and clear parameters for partnering with CBOs to leverage internal and external expertise and lessons-learned.



Establish a Central Point of Contact

Complete

The Office of Equity and Race (OER) serves as the central point of contact for CBO Partnering Strategy at Metro, working with other Metro teams to support implementation



Develop and Maintain CBO Database

In-Progress

The CBO Database is expected to launch in May (internally for Metro) and September 2023 (CBOs).



Establish Compensation Criteria

In-Progress

OER is working to gather internal data on compensation and develop compensation criteria



Create a Resource Library

Complete

CBO Partnering Strategy wiki created to share internal resources among project teams implementing the CBO Partnering Strategy



Craft a Partnership Charter

Complete

Charter templates and project team examples available on the CBO Database wiki



Train Our Collaborators

In-Progress

CBO training series for Metro coming in summer and September for CBOs



Provide Guidance and Growth

In-Progress

Ongoing across the agency

Regional

Let's relate Metro's services to the trends in LA County.

Metro partners with 16 transit providers to help residents access opportunities throughout LA County by operating commuter and regional buses, local shuttles, commuter rail and Access vans. Metro's regional programs extend to highways and streets, which carry the goods Metro customers need as they move from ports to highways or freight rail. Measure M partially funds operational costs for regional rail providers, including Metrolink, allowing residents to commute efficiently from communities with more affordable housing. To address the growing population of unhoused that have gravitated to Metro's trains and public facilities for shelter, Metro resources partners equipped to provide direct assistance and services to unhoused riders. For regional issues like air quality and climate resilience, which are impacted by, or directly impact, transit service to customers, Metro works with Air Quality Management District and Southern California Association of Governments.

What was assessed?

This report analyzed the jobs and housing insecurity for 2017-2022, with a focus on essential and lower wage jobs across LA County. Partnerships working to reduce homelessness and increase quality jobs were also assessed. Monitoring these factors in tandem is essential to effectively serving Metro's core group of riders who rely on Metro to reach foundational jobs that support the regional economy.

How did that change from 2017-2022?

During the assessment period, regional trends and patterns were severely disrupted and Metro continues to adapt to this new reality. While some work will always require people to be in-person and on-site, the widespread adoption of telecommuting and hybrid office policies shifted jobs access demand, so that on-site workers critically need reliable transportation options.



KEY QUESTIONS WE AIM TO ANSWER:

1. How does Metro connect people to jobs?
2. How are Metro's investments serving low- and moderate-income households?
3. How has homelessness shifted Metro's role in LA County?

Regional

How does Metro connect people to jobs?

Metro plays an essential role in helping workers reach employment centers. Transit services operated by Metro and Measure M subrecipients like Metrolink provide steady connection to many jobs available in Los Angeles County, though the share of transit-accessible jobs varies widely by industry. During the assessment period, Measure M sustained transit operations and pass-through funding to Metrolink through ridership revenue declines.



“Metro needs to invest in mobility options that are accessible and equitable to all residents so that they can take advantage of opportunities that move them into economic opportunity like jobs and schools.”

– SLATE-Z Participant, Fall 2022

KEY OBSERVATIONS



Over 40% of jobs are near Metro Rail, BRT or Metrolink stations or stops.



Nearly 60% of jobs are served by high-frequency bus stops.



Measure M-funded active transportation and transit projects are located in areas with a higher proportion of low-wage jobs than the county as a whole.



As part of Metro’s Project Labor Agreement to encourage construction employment in economically disadvantaged areas, **24 million construction hours** have been put towards jobs program-wide.



In the first five years of Measure M, **\$1.9 billion** has been leveraged by small businesses and disadvantaged businesses who have worked on Metro contracts.

Figure 5.1

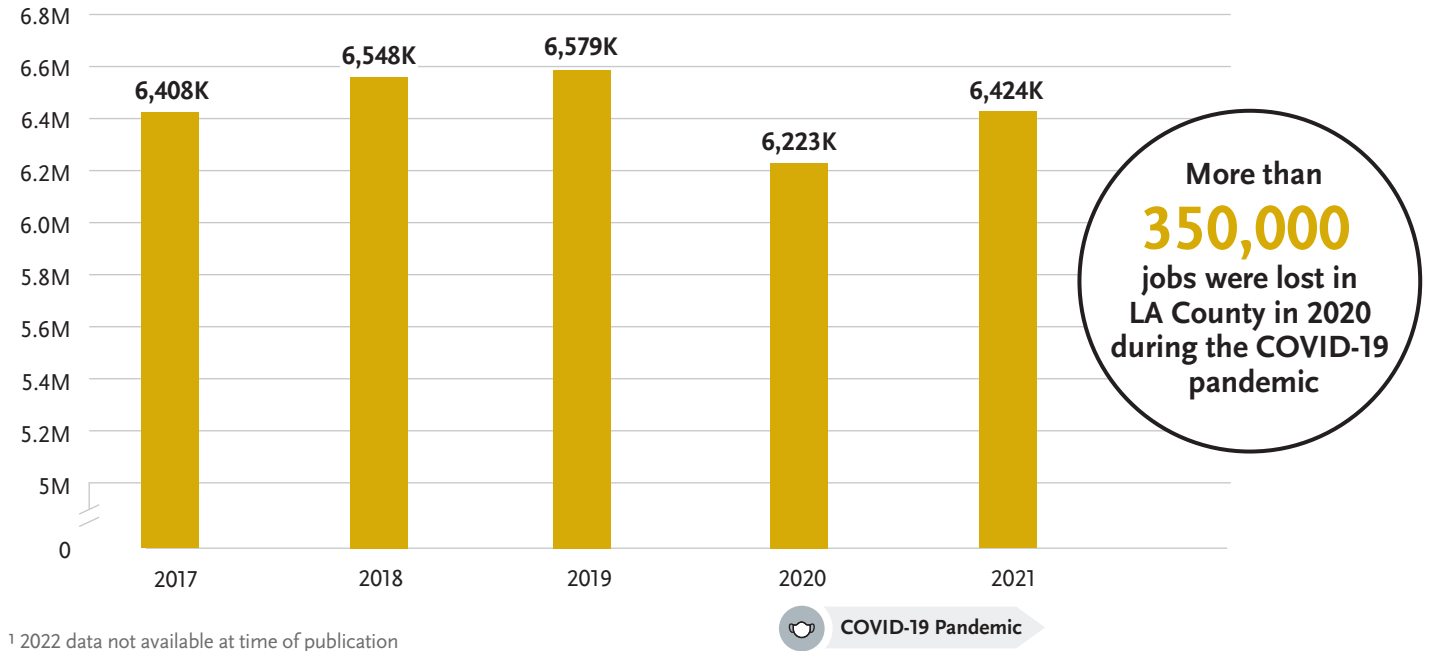
Total Number of Jobs in LA County, 2017-2021¹**Total Jobs in LA County**

Figure 5.2

Most Common Jobs in LA County and How Well They are Served by Transit, 2019

■ Near High-Frequency Bus Stops
 ■ Not Near High-Frequency Bus Stops

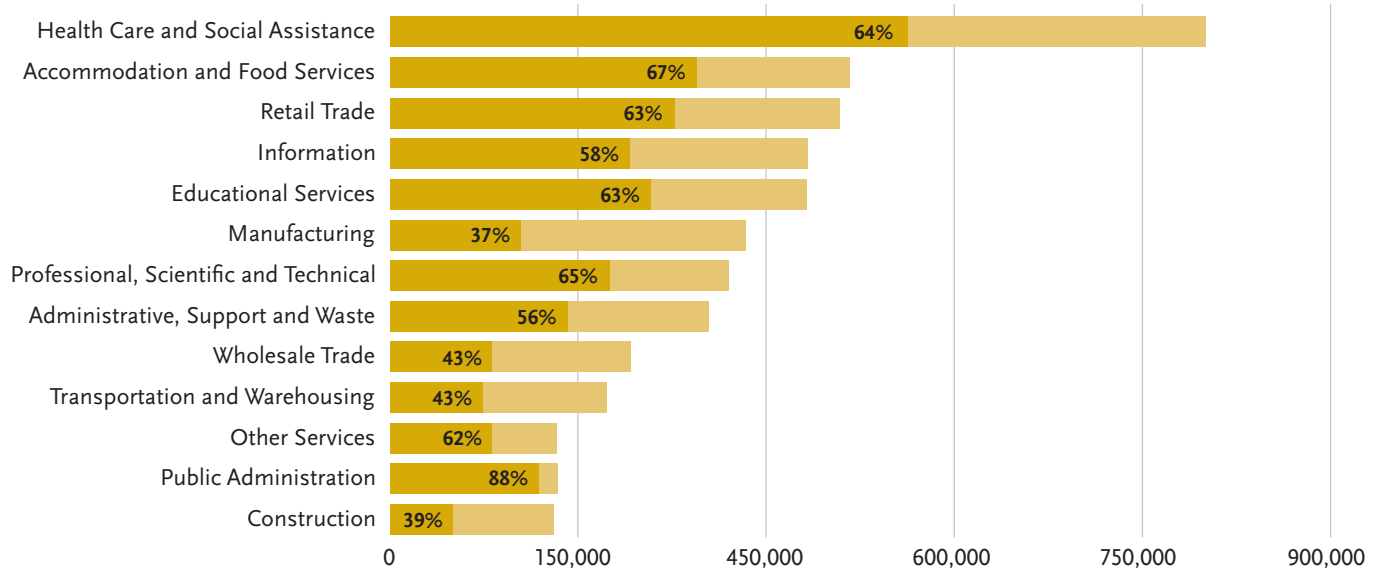
Total Jobs in LA County by Sector

Figure 5.3

Metro Historical Budgeted Funding for Metrolink Operations

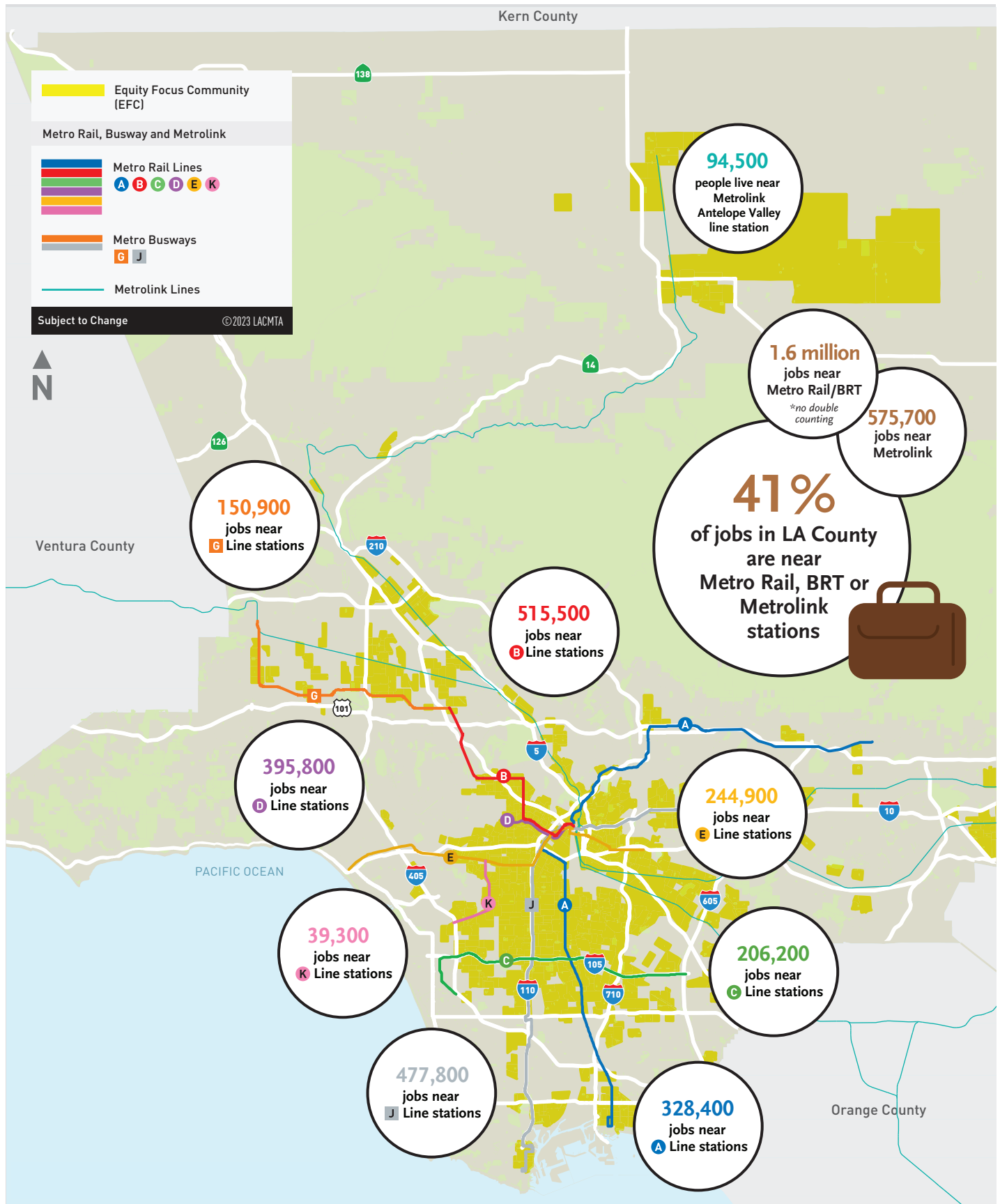
While only 1% of the total Expenditure Plan, the Regional Rail set-aside plays a critical funding role for service providers like Metrolink, which depended on their Measure M funding allocations to cover half of the agency's operating expenses during the early months of the COVID-19 pandemic when ridership plummeted by 90%.

FISCAL YEAR	TOTAL OPERATING BUDGET	MEMBER AGENCY SUBSIDY	METRO SUBSIDY	WEEKLY TRAIN TRIPS	TRAIN MILES	AVERAGE WEEKDAY RIDERSHIP	ANNUAL BOARDINGS	METRO SUBSIDY PER BOARDING
2016-17	\$243,814,000	\$141,989,000	\$71,998,000	1,035	2,829,668	42,390	12,201,102	\$5.90
2017-18 ¹	\$243,045,000	\$142,399,000	\$71,659,000	1,035	2,829,668	39,885	11,492,287	\$6.24
2018-19	\$251,356,000	\$150,550,000	\$75,120,000	1,035	2,841,186	43,852	12,477,203	\$6.02
2019-20	\$266,903,000	\$157,445,000	\$77,988,000	1,059	2,958,571	45,418	12,935,610	\$6.03
2020-21	\$260,508,000	\$217,008,000	\$109,922,000	739	2,718,610	14,319	4,072,803	\$26.99
2021-22	\$253,034,000	\$193,674,000	\$98,379,000	720	2,184,988	22,936	6,520,504	\$15.09

¹Until FY 18 Metro funded Metrolink operations subsidy 100% with PC10%. Starting in FY 18, Metro funded Metrolink operations subsidy 90% with PC10% and 10% with Measure M 1%.

Figure 5.4

Employment Near Transit





Regional


How are Metro's investments serving low- and moderate-income households?

Housing affordability is a statewide crisis that disproportionately affects LA County's low- and moderate-income households, impacting job access and rates of homelessness. In its role as a developer, Metro has committed to contributing housing to boost the region's supply and now expedites development of 100% affordable housing on its own land in partnership with developers and Community-Based Organizations. Metro also has a ten-year goal of completing 10,000 housing units, at least 5,000 of which will be income-restricted. Overall, people with lower incomes in Los Angeles County live in close proximity to the transit and highway Measure M projects, as a proportion similar to the share of low-income households across the county. Fewer active transportation projects are in close proximity to lower-income households, though this analysis does not include planned active transportation projects funded through Measure M's Multi-Year Subregional Program.

KEY OBSERVATIONS

 Lower-income residents and low-wage jobs are within walking distance of Measure M transit and active transportation projects at a higher rate than the share of the whole county.

 Changes in income will be important to continue tracking geographically to ensure Metro continues to serve lower-income households that may have fewer mobility choices.

 Metro continues to contribute to the market-rate and affordable housing supply near transit to meet regional housing needs.

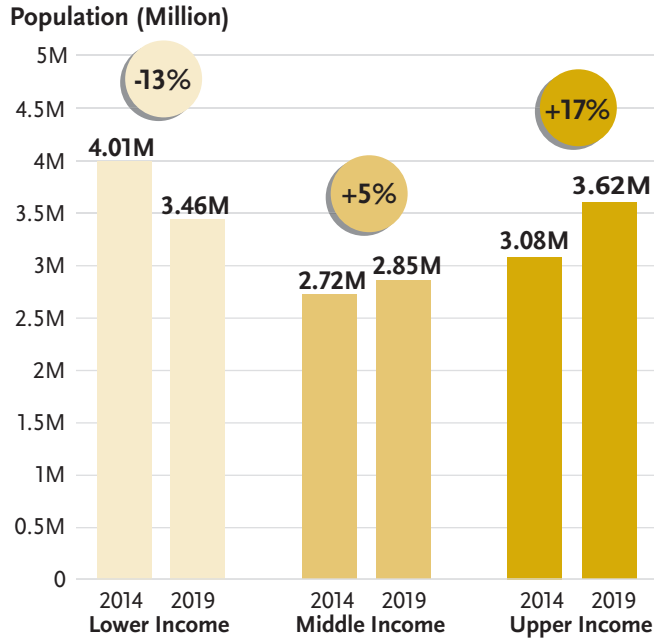
Metro's Joint Development Policy

- > Metro's new Joint Development Policy, updated in 2021, prioritizes expedited development of Metro-owned land for 100% affordable housing in cooperation with Community-Based Organizations.
- > Looking beyond active Joint Development projects, Metro has identified 17 additional potential permanent housing sites as part of its 10K Joint Development Strategic Plan, and is studying the suitability of leased and vacant properties and underutilized Park and Ride facilities for housing construction.

Figure 5.5

Income Change Over Time in LA County

The chart below shows that from 2014-2019¹, upper income populations increased, low income populations decreased, and middle income populations increased slightly.



¹ Most recent data available at time of publication.

Figure 5.7

Market-Rate Housing and Affordable Housing Trends

Regional Housing Needs Allocation (RHNA) Goal

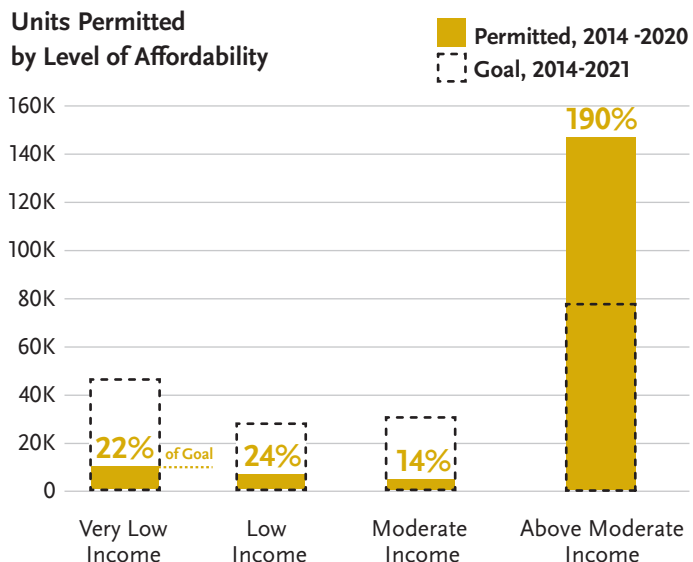


Figure 5.6

Share of Residents and Jobs by Income and Wage Related to Measure M Project Locations

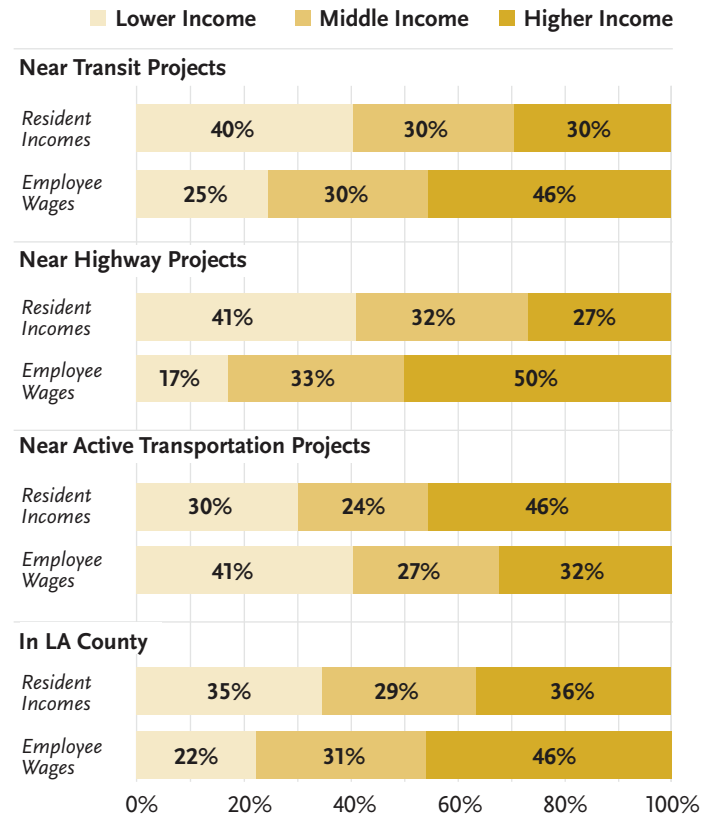


Figure 5.8

Metro Joint Developments

	UNITS COMPLETED AND IN NEGOTIATIONS	AFFORDABLE UNITS	MARKET-RATE UNITS	TOTAL UNITS
Total Since Measure M		1,434	1,552	2,986
Total All Time		2,349	2,984	5,333



Of the 2,986 total units, **325 Joint Development units have completed construction** since the adoption of Measure M.

Regional

How has homelessness shifted Metro's role in LA County?

Homelessness is a complex and growing social problem across the country, and the number of people living without shelter in LA County has increased steadily. While not a homeless service provider, Metro has contracted with People Assisting the Homeless (PATH) and implemented a new Joint Development policy that seeks to utilize Metro property for permanent supportive housing for unhoused individuals. Metro also made its land available to government agencies who partner with community organizations to operate three short-term housing facilities with over 370 beds and one Safe Parking location.

KEY OBSERVATIONS

Metro has worked to meet the increase of unhoused riders sheltering on transit with a multi-pronged approach that includes service and housing referrals.

Figure 5.9

Homelessness Partnerships

Over the past two fiscal years (FY21 and FY22), PATH Outreach Teams have assisted **6,700** people, and secured **1,485** interim housing placements and **391** permanent housing placements.

As of 2022, PATH teams are deployed on the system during the following times:

3am - 3:30pm
Monday through Friday

7am - 3:30pm
Saturday and Sunday

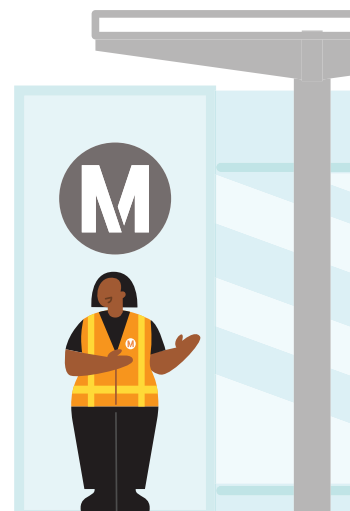


Figure 5.10

Overall LA County Homeless Counts

Homeless Count in LA County

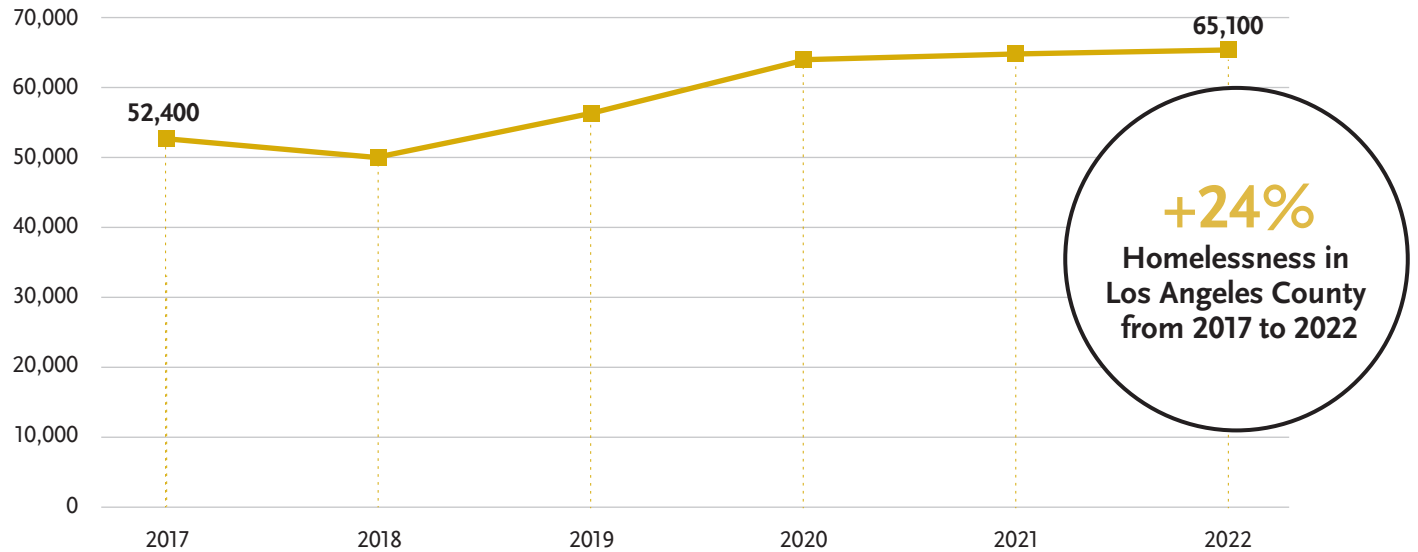


Figure 5.11

Unhoused Metro Riders Attainment of Housing Services

This table shows the amount of unhoused Metro riders that Metro has helped connect to housing. Methodology for Metro point in time counts of unhoused riders on its system during the assessment was not aligned with countywide point in time counts methodology conducted by Los Angeles Homeless Services Authority. After the assessment period, Metro has been improving coordination with LAHSA in response to anecdotal increases in people sheltering on the Metro system and the Metro system is anticipated to be included in countywide homeless counts starting in 2024. During the assessment period, resources offered by Metro homeless services partners resulted in significant unhoused riders attaining short-term and permanent shelter.

FISCAL YEAR ¹	TOTAL			UNDUPLICATED CLIENTS HOUSED ⁴
	CRISIS OR BRIDGE ² HOUSING ATTAINED ³	LINKED TO PERMANENT HOUSING	PLACED INTO PERMANENT HOUSING	
FY19	394	57	103	486
FY20	412	126	159	558
FY21	501	195	218	697
FY22	485	205	224	697

¹ FY18 data unavailable

² Refers to short-term beds as opposed to permanent housing options.

³ Meaning the referral led to an actual placement into a bed, separating referrals from placements.

⁴ Total placed into a combination of Crisis/Bridge and Permanent (PH), because individuals are sometimes duplicated, which can happen when they are referred to short-term beds and then exited to permanent placements.

Recommendations

The first five years of Measure M has been a period of dramatic change and adaptation. Like the rest of the world, Los Angeles was faced with an unprecedented global pandemic and a national reckoning with racial justice. Transit agencies around the world had to pivot and face new ridership and funding realities. Thanks to Measure M, Metro was able to meet challenges and continue progress towards a more connected and just transportation future for the region. Metro and greater Los Angeles continue to evolve best practices for equitably and effectively investing Measure M dollars towards improving quality of life.

With renewed perspective and approach, Metro has also rewritten its path for Measure M implementation. As an interim opportunity to establish a framework for future Measure M assessments and adjustments, the recommendations from this assessment are organized by five action-based objectives to help correlate between findings and resulting recommendations.

Efficiency and effectiveness in delivery

In its first five years, Measure M has generated about 95% of forecasted revenue, providing a consistent local funding stream, helping to leverage additional state and federal funds, and distributing nearly \$1.2 billion to local jurisdictions, subregions and municipal transit providers. Metro continues to adapt to the many changes and influences during the five-year assessment period, with new strategies that require further assessment. These adaptations also provide an opportunity to strengthen Measure M's assessment with an equity focus, such as further analyzing the connection between Measure M investments with quality of life outcomes. This may include measuring marginalized¹ communities' access to resources or ensuring new Measure M projects are fully supported from planning to ongoing operations and maintenance.

Recommendations:

- > Conduct deeper analysis of Measure M investment benefits for marginalized and Equity Focus Communities, to measure and quantify existing disparities in access to resources and opportunities as well as potential gaps in Measure M investments to reduce these disparities.
- > Assess economic impacts from Measure M projects and programs on marginalized and Equity Focus Communities (EFC), including but not limited to: direct job creation, changes in transportation costs for a range of household incomes, and/or market and property value trends in Measure M project areas.
- > Compare Measure M impacts and benefits findings (described previously) with Measure M investments to develop a return on investment calculation that measures how expenditures yield benefits to marginalized communities.
- > Track sufficiency of Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects, including forecasted O&M budgets for various project types (e.g. rail, bus, stations) that incorporate known customer experience needs (e.g. safety, cleanliness, wayfinding, technology, language translation).

¹ Marginalized communities are groups who experience or have experienced systemic disadvantages based on demographic identities, including but not limited to: income/wealth, race/ethnicity, gender/gender identity, sexual orientation, ability, and/or language proficiency.

Potential barriers in the delivery

This assessment underscores how a number of factors can dramatically influence delivery of the Measure M programs and projects. Providing transparency about what these barriers are and how they affect delivery is important to maintaining trust from the community. This transparency will allow people to understand why it is critical for Metro — and all public agencies — to be flexible, revisit benchmarks, and stay adaptable to address future challenges so that Metro and its partners can work to overcome them.

Recommendations:

- > Continue prioritizing Metro hiring and retention strategies with a goal to achieve a balanced staff-consultants ratio on Measure M projects by 2027.
- > Continue to reassess Measure M project benchmarks based on updated project, environmental and economic information.

Opportunities for process improvements

This assessment is an important reflection point for reinforcing successful strategies that should continue advancing, and to change processes that are not meeting expectations. There will continue to be a need for strong coordination and partnership with other agencies and local and state jurisdictions. Process improvement recommendations in this assessment are focused on coordination, documentation, and engagement, both internal to Metro and with external stakeholders and partners.

Recommendations:

- > Measure and document the influence of community engagement and partnership on project development and implementation. Examples include specifying how aspects of projects changed in response to community input, further disaggregating quantitative summaries to understand the reach and influence of engagement.
- > Analyze and establish a baseline to measure impacts from Metro's financial and labor contributions to regional partnerships on key coordination opportunities, such as street safety, active transportation, bus shelters and heat resilience strategies.
- > Update Metro Short Range Transportation Plan (SRTP) through a framework of equity and adaptability to address immediate challenges for LA County.
- > Review changes in practices made for public health purposes during the pandemic and adopt permanent policies highlighting the best practices around cleaning and public health.
- > Integrate recommendations from this report into next iteration of Metro's Strategic Plan which serves as a foundation to all plans, programs and services.

Best practices

Identifying best practices requires strong data tracking to quantify the results of approaches implemented both before and after the onset of the pandemic. Metro has developed systems to ensure quality assurance and reporting on projects under construction and Measure M investments to subregions. Ongoing coordination with third-party agencies and jurisdictions will remain critical and efforts to improve coordination and partnerships should continue to be a priority. Newer practices include the Early Intervention Team maximizing opportunities to influence project scopes and costs in early project phases, safety and security initiatives, such as Transit Ambassadors and rider campaigns, and equity-focused annual budget processes. While some newer practices extend beyond Measure M, they support Measure M projects and programs and have impacts on quality of life, so should also be monitored for effectiveness.

Recommendations:

- > Expand existing Program Management project reporting dashboard to develop a public-facing Measure M dashboard that regularly updates Expenditure Plan project phases, Measure M expenditures, leveraged funding sources and anticipated project dates.
- > Incorporate progress on to-be-developed Measure M equity measures in public-facing reporting, such as a Measure M dashboard.
- > Implement a new quality of life scorecard that tracks pass-through funding to local jurisdictions and how that funding is invested in locally-controlled infrastructure and programs, such as street safety, bus shelters and heat resilience strategies.
- > Monitor impacts to Measure M from new efforts to adapt to changing context and priorities, such as the Early Intervention Team and Transit Ambassadors.
- > Monitor updates in state and federal legislation that address the nationwide “transit fiscal cliff” and continue working with government partners on reducing adverse impacts from dissolved federal aid funding.
- > Document coordination and partnership best practices with third-party entities to incorporate into ongoing and future multi-jurisdictional projects and programs.
- > Identify opportunities to model existing best practices in project and program tracking, such as the overhauled Quality Assurance system and the MyGrants Multi-year Subregional Program portal.
- > Continue to prioritize youth engagement and elevate best practices from Community-Based Organizations serving low-income communities, communities of color and Equity Focus Communities.

Organizational changes

Metro has prioritized efforts to rebuild its workforce, starting with essential workers who directly support transit service for riders. Even with gains, such as the successful operator hiring campaigns and streamlining of the agency’s departmental organization, Metro will need to continue focusing on increasing staff and standardizing approaches to program delivery to meet Measure M’s ambitious plans. Closely tracking the outcomes of these efforts will be critical to providing robust recommendations in the future. By integrating equity and sustainability, embracing new technologies, and supporting regional partnerships, Metro can do its part to advance Measure M projects while serving customers’ everyday transportation needs.

Recommendations:

- > Develop shared protocols for reporting Measure M data across Metro departments, focusing on broader context and external drivers, which detail variables that impact progress on program benchmarks.
- > In advance of forthcoming decennial Measure M assessment, identify performance indicators that measure equity impacts, project adaptability, and the role of multi-jurisdictional and community partnerships.
- > Develop an interdepartmental report on Measure M’s impact on sustainability goals relative to meeting regional targets (e.g. greenhouse gas emissions) and improving equitable access for Metro’s customers, reducing disparities in climate and health-related impacts.



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Organizations

Metro Departments (*See report pages 14, 21, 24-25, 28-53, 59-67, 70-71, 78-83, 94-95, 98-99, 102-103 106, 108, 110-113*)

Municipal operators (*See report pages 59-61, 108*)

Project Consultant Team (*See report pages 25, 43*)



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Appendix A

Measure M Expenditure Plan

Los Angeles County Transportation Expenditure Plan
Outline of Expenditure Categories
Fiscal Year (FY) 2018 - 2057, Escalated Dollars
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations ¹	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations ² (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair ⁵	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base ³ (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) ⁴				3% / 1% → \$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return ³	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.
2. Funds are eligible to be used for Metro State of Good Repair.
3. 1% Administration to supplement Local Return, increasing the Local Return-Base to 17% of net revenues.
4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.
5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.
Based on January 2016 revenue projections.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only

	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date†	Expected Opening Date (3 year range)					
	Expenditure Plan Major Projects			1 st yr of Range					
1	Airport Metro Connect 96th St. Station/Green Line Ext LAX ®	a,p	FY 2018	CY 2021	sc	\$233,984	\$347,016	\$581,000	T
2	Westside Purple Line Extension Section 3 ®	b	FY 2018	FY 2024	w	\$986,139	\$994,251	\$1,980,390	T
3	High Desert Multi-Purpose Corridor (HDMC)®	q	FY 2019	FY 2021	nc	\$100,000	\$170,000	\$270,000	H
4	I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd) ®		FY 2019	FY 2023	nc	\$544,080	\$240,000	\$784,080	H
5	Gold Line Foothill Extension to Claremont ®	c	FY 2019	FY 2025	sg	\$78,000	\$1,019,000	\$1,097,000	T
6	Orange Line BRT Improvements	n	FY 2019	FY 2025	sf	\$0	\$286,000	\$286,000	T
7	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	av	\$0	\$240,300	\$240,300	T
8	BRT Connector Orange/Red Line to Gold Line	o	FY 2020	FY 2022	sf	\$0	\$26,700	\$26,700	T
9	East SF Valley Transit Corridor Project ®	d	FY 2021	FY 2027	sf	\$520,500	\$810,500	\$1,331,000	T
10	West Santa Ana Transit Corridor LRT ®	b,d	FY 2022	FY 2028	gc	\$500,000	\$535,000	\$1,035,000	T
11	Crenshaw/LAX Track Enhancement Project	e,p	FY 2022	FY 2026	sc	\$0	\$49,599	\$49,599	T
12	SR-71 Gap from I-10 to Rio Rancho Rd.		FY 2022	FY 2026	sg	\$26,443	\$248,557	\$275,000	H
13	LA River Waterway & System Bikepath		FY 2023	FY 2025	cc	\$0	\$365,000	\$365,000	H
14	Complete LA River Bikepath		FY 2023	FY 2025	sf	\$0	\$60,000	\$60,000	H
15	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	sf	\$0	\$130,000	\$130,000	H
16	Sepulveda Pass Transit Corridor (Ph 1) ®	b,f	FY 2024	FY 2026	w	\$0	\$130,000	\$130,000	H
17	Vermont Transit Corridor	o	FY 2024	FY 2028	cc	\$400,000	\$25,000	\$425,000	T
18	SR-57/SR-60 Interchange Improvements	d	FY 2025	FY 2031	sg	\$565,000	\$205,000	\$770,000	H
19	Green Line Extension to Crenshaw Blvd in Torrance ®	d,g	FY 2026	FY 2030	sb	\$272,000	\$619,000	\$891,000	T
20	I-710 South Corridor Project (Ph 1) ®	d,h	FY 2026	FY 2032	gc	\$150,000	\$250,000	\$400,000	H
21	I-105 Express Lane from I-405 to I-605	p	FY 2027	FY 2029	sc	\$0	\$175,000	\$175,000	H
22	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	sf	\$1,567,000	\$1,270,000	\$2,837,000	T
23	Sepulveda Pass Transit Corridor (Ph 2) ®	b	FY 2024	FY 2033	w	\$1,567,000	\$1,270,000	\$2,837,000	T
24	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	gc	\$957,000	\$543,000	\$1,500,000	T
25	Gold Line Eastside Extension (One Alignment) ®	d	FY 2029	FY 2035	sg	\$957,000	\$543,000	\$1,500,000	T
26	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	cc	\$1,082,500	\$400,000	\$1,482,500	T
27	West Santa Ana Transit Corridor LRT ®	r	FY 2022	FY 2041	gc	\$982,500	\$500,000	\$1,482,500	T
28	I-710 South Corridor Project (Ph 2) ®		FY 2032	FY 2041	gc	\$658,500	\$250,000	\$908,500	H
29	I-5 Corridor Improvements (I-605 to I-710)		FY 2036	FY 2042	gc	\$46,060	\$1,059,000	\$1,105,060	H
30	Crenshaw Northern Extension	i	FY 2041	FY 2047	cc	\$495,000	\$1,185,000	\$1,680,000	T
31	Crenshaw Northern Extension	i	FY 2041	FY 2047	w	\$0	\$560,000	\$560,000	T
32	I-405/I-110 Int. HOV Connect Ramps & Intrchnng Improv ®		FY 2042	FY 2044	sb	\$0	\$250,000	\$250,000	H
33	I-605/I-10 Interchange		FY 2043	FY 2047	sg	\$472,400	\$126,000	\$598,400	H
34	SR 60/I-605 Interchange HOV Direct Connectors		FY 2043	FY 2047	sg	\$360,600	\$130,000	\$490,600	H
35	Lincoln Blvd BRT	l,o	FY 2043	FY 2047	w	\$0	\$102,000	\$102,000	T
36	I-110 Express Lane Ext South to I-405/I-110 Interchange		FY 2044	FY 2046	sb	\$228,500	\$51,500	\$280,000	H
37	I-405 South Bay Curve Improvements		FY 2045	FY 2047	sb	\$250,840	\$150,000	\$400,840	H
38	Green Line Eastern Extension (Norwalk)	p	FY 2046	FY 2052	sc	\$570,000	\$200,000	\$770,000	T
39	SF Valley Transportation Improvements	m	FY 2048	FY 2050	sf	\$0	\$106,800	\$106,800	T
40	Sepulveda Pass Westwood to LAX (Ph 3)	p	FY 2048	FY 2057	sc	\$3,800,000	\$65,000	\$3,865,000	T
41	Orange Line Conversion to Light Rail		FY 2051	FY 2057	sf	\$1,067,000	\$362,000	\$1,429,000	T
42	City of San Fernando Bike Master Plan		FY 2052	FY 2054	sf	\$0	\$5,000	\$5,000	H
43	Historic Downtown Streetcar		FY 2053	FY 2057	cc	\$0	\$200,000	\$200,000	T
44	Gold Line Eastside Ext. Second Alignment	p	FY 2053	FY 2057	sc	\$110,000	\$2,890,000	\$3,000,000	T
45	High Desert Multi-Purpose Corridor - LA County Segment	p	FY 2063	FY 2067	sc	\$32,982	\$1,845,718	\$1,878,700	H
46	Expenditure Plan Major Projects Subtotal					\$19,581,027	\$20,989,941	\$40,570,969	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence
(Exceptions Noted)

For Reference Only	Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available		Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015\$	Measure M Funding 2015\$	Most Recent Cost Estimate 2015\$**	Modal Code
			Ground- breaking Start Date ⁺	Expected Opening Date (3 year range)					
	Multi-Year Subregional Programs			1 st yr of Range					
47	Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	\$0	\$857,500	\$857,500	H
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	\$0	\$20,000	\$20,000	T
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	H
51	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	H
52	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	H
53	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	H
54	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
55	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	H
56	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	\$0	\$32,000	\$32,000	T
57	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	H
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	T
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	H
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	H
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	H
62	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	H
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	H
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
65	Transit Projects		FY 2018	FY 2057	av	\$0	\$257,100	\$257,100	T
66	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	\$0	\$350,000	\$350,000	H
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	\$0	\$180,000	\$180,000	T
68	Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	\$1,196,000	T/H
69	Countywide BRT Projects Ph 1 (All Subregions)	i,p	FY 2020	FY 2022	sc	\$0	\$50,000	\$50,000	T
70	Countywide BRT Projects Ph 2 (All Subregions)	i,p	FY 2030	FY 2032	sc	\$0	\$50,000	\$50,000	T
71	Active Transportation Projects		FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	H
72	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	\$0	\$250,000	\$250,000	H
73	Multimodal Connectivity Program		FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	H
74	Countywide BRT Projects Ph 3 (All Subregions)	i,p	FY 2040	FY 2042	sc	\$0	\$50,000	\$50,000	T
75	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	H
76	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	\$0	\$250,000	\$250,000	T
77	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	\$0	\$195,000	\$195,000	H
78	Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	T
79	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	T
80	Goods Movement Projects		FY 2048	FY 2057	av	\$0	\$81,700	\$81,700	T
81	Highway Efficiency Program		FY 2048	FY 2057	nc	\$0	\$128,870	\$128,870	H
82	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0	\$534,000	\$534,000	H
83	Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	\$0	\$602,800	\$602,800	H
84	ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	\$0	\$66,000	\$66,000	H
85	LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	\$0	\$450,000	\$450,000	H
86	Modal Connectivity Program		FY 2048	FY 2057	lvm	\$0	\$68,000	\$68,000	H
87	Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	\$0	\$402,000	\$402,000	T
88	Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	\$0	\$63,000	\$63,000	H
89	Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0	\$50,000	\$50,000	H
90	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	\$0	\$110,600	\$110,600	H
91	Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	\$90,000	\$10,000	\$100,000	T
92	Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	\$0	\$100,000	\$100,000	T
93	Multi-Year Subregional Programs Subtotal					\$1,430,000	\$10,253,700	\$12,879,700	
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$53,450,669	

Footnotes on following page.

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A Groundbreaking Sequence (Exceptions Noted)

Footnotes:

- a. Interface station to LAX sponsored Automated People Mover includes an extended Green Line terminus and a consolidated bus interface for 13 Metro and Municipal bus lines. Bicycle, passenger, and other amenities are also included.
- b. Project acceleration based on high performance.
- c. Identified as a priority per the Metro Board Motion in October 2009.
- d. Project funded on LRTP schedule, per Dec. 2015 Board Policy.
- e. Consistent with the Orange Line, no sooner than 15 years after the revenue operation date of the Crenshaw/LAX project, Metro will consider, as transportation system performance conditions warrant, grade separation and/or undergrounding of the Crenshaw/LAX Line (including the Park Mesa Heights section & Inglewood section of the project). These additional track enhancements, when warranted, will be eligible for funding through the decennial comprehensive review process in the Ordinance.
- f. Sepulveda Pass Ph. 1 from Orange Line/Van Nuys to Westwood includes early delivery of highway ExpressLane.
- g. Studies will be completed to evaluate a future Green Line connection to the Blue Line (city of Long Beach).
No capital funds from the Green Line to Torrance Project will be used for the studies.
- h. I-710 South Project assumes an additional \$2.8 billion of alternative revenue sources; not shown here with the cost or revenues for the project. The Shoemaker Bridge "Early Action" project is a priority project for these funds.
- i. Council of Government descriptions vary for the "Crenshaw Northern Extension" project.
- k. Lump sum would be provided in the first 5 years for initial capital costs only. Project sponsors responsible for ongoing operations & maintenance.
- l. Acceleration of Lincoln BRT project eligible as Countywide BRT Program. Any funds freed up from accelerations returns to Countywide BRT Program.
- m. SF Valley Transportation Improvements may include, but are not limited to, Transit Improvements, and I-210 soundwalls in Tujunga, Sunland, Shadow Hills and Lakeview Terrace.
- n. Critical grade separation(s) will be implemented early through Operation Shovel Ready.
- o. Conversion to LRT or HRT after FY 2067 included in expenditure plan based on ridership demand.
- p. Funds for projects identified as "sc" that are not expended are only available for other System Connectivity Capital Projects.
- q. Funding calculated based on estimated right-of-way acquisition costs; but can be repurposed for appropriate project uses, as approved by the MTA Board of Directors.
- r. This project could start as early as FY 2028 and open as early as FY 2037 with Public-Private Partnership delivery methods.
- s. This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System. Environmental plan work shall begin no later than six months after passage of Measure M. To provide equivalent funding to each subregion other than the San Fernando Valley, the subregional equity program will be provided as early as possible to the following subregions in the amounts (in thousands) specified here: AV* \$96,000; W* \$160,000; CC* \$235,000; NC* \$115,000; LVM* \$17,000; GC* \$244,000; SG* \$199,000; and SB* \$130,000.

* Subregion Abbreviations:

sc = System Connectivity Projects (no subregion)
av = Arroyo Verdugo
lvm = Las Virgenes Malibu
cc = Central City Area
sg = San Gabriel Valley

nc = North County
sb = South Bay
w = Westside
gc = Gateway Cities
sf = San Fernando Valley

® Indicates Measure R-related Projects

CY = Calendar Year
FY = Fiscal Year
YOE = Year of Expenditure

** The most recent cost estimate equals the accelerated cost. Prior year expenses included in all project costs.

Appendix B

Measure M Financial and Compliance Assessment, Fiscal Years June 30, 2018 – 2022

Final Report

Los Angeles County Metropolitan Transportation Authority

Measure M Financial and Compliance Assessment Fiscal Years June 30, 2018 - 2022

April 2023

Submitted by:

BCA Watson Rice LLP

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Table of Contents

	<u>Page</u>
A. Executive Summary	1
B. Background.....	5
C. Objectives, Scope, and Methodology.....	6
D. Detailed Financial Assessment and Compliance Results	7
E. Exhibits	15

A. Executive Summary

This report presents the results of a 5-year (FY18 - FY22) Financial Assessment/Analysis of the Receipts and Uses of the Measure M Ordinance Sales tax revenue, including a comparison of initial funding assumptions to actuals achieved and overall compliance with the Measure M Ordinance. This financial analysis aims to present a financial matrix to assist in evaluating the effectiveness of implementing the Measure M programs and projects.

Measure M Sales Tax Revenue Collected

For the fiscal years ended June 30, 2018 through 2022, Metro received a total of \$4.485 Billion from the Measure M Sales Tax Revenue as summarized below:

	Table 1					
	(In Thousands)					
	2018	2019	2020	2021	2022	Total
Measure M Sales Tax Revenue	\$ 826,969	\$ 836,173	\$ 820,724	\$ 911,235	\$ 1,089,933	\$ 4,485,034

The foregoing Measure M sales tax revenue was allocated in the following manner as required by the Measure M Ordinance:

Table 2		
Programs	Allocation Per the Ordinance	Amount (In Thousands)
Total Measure M Sales Tax Revenue		\$ 4,485,034
Less: Administration	-0.5%	(23,098)
Net for Program Allocation		\$ 4,461,936
Program Allocation:		
Metro Rail Operations	5%	\$ 220,888
Transit Operations	20%	883,552
ADA Paratransit	2%	88,355
Transit Construction	35%	1,546,215
Metro State of Good Repair	2%	88,355
Highway Construction	17%	751,019
Metro Active Transportation Program	2%	88,355
Regional Rail	1%	44,178
Local Return	17%	751,019
	100%	\$ 4,461,936

Uses of Measure M Sales Tax Revenues

For the fiscal year ended June 30, 2018 through 2022, Measure M programs and administrative expenditures totaled \$3.417 Billion as shown below:

Table 3

Programs	Total (In Thousands)
Metro Rail Operations	\$ 127,583
Transit Operations	478,554
ADA Paratransit	89,590
Transit Construction	1,620,068
Metro State of Good Repair	66,595
Highway Construction	193,785
Active Transportation Program	35,991
Local Return	751,019
Regional Rail	36,196
Total Program	3,399,381
Administration	17,977
Grand Total	\$ 3,417,358

Measure M Fund Balance

As of June 30, 2022, the Measure M programs fund has a balance of \$1.111 Billion, consisting of the following:

Table 4

Programs	Fund Balance (In Thousands)
Metro Rail Operations	\$ 91,985
Transit Operations	398,842
ADA Paratransit	(65)
Transit Construction	(52,100)
Metro State of Good Repair	21,750
Highway Construction	582,804
Active Transportation Program	53,234
Local Return	-
Regional Rail	9,756
Administration	5,226
Total	\$ 1,111,432

Local Return and Transportation Subsidies

For the fiscal years ended June 30, 2018 through 2022, Metro disbursed \$1.146 Billion of local return and transportation subsidies to 108 subrecipients, consisting of 2 Counties (aside from LA County, San Bernardino County received subsidy of \$400,000 in 2021 in accordance with the funding agreement between Metro and

High Desert Corridor Joint Powers Authority for the environmental work of the High Desert Intercity Rail Corridor Project) 88 cities within LA County, 5 transportation authorities, 5 Council of Governments, and 8 other organizations.

The amount disbursed to the County of Los Angeles and 88 Cities within LA County were subjected to annual independent audits as required by the Ordinance. The results of these audits are discussed in the Detailed Assessment Results section of this report.

Revenue Budget and Actual Comparison

The budget to actual comparison of the Measure M revenues for the fiscal years 2018 through 2022 is presented below:

Table 5			
Measure M Sales Tax Revenue (In Thousands)			
Fiscal Year Ended June 30,	Final Budget	Actual	Variance with Final Budget
2022	\$ 865,000	\$ 1,089,933	\$ 224,933
2021	778,101	911,235	133,134
2020	873,000	820,724	(52,276)
2019	844,000	836,173	(7,827)
2018	761,899	826,969	65,070
	<u>\$ 4,122,000</u>	<u>\$ 4,485,034</u>	<u>\$ 363,034</u>

It was noted also that except for fiscal years 2019 and 2020, the actual sales tax revenue was more than the budget amount. The lower actual sale tax revenue in the fiscal year 2019 (which was the 2nd year of the implementation of the Measure M sales tax) was basically due to higher budget assumptions and estimates used in projecting revenue in that year, while the lower actual sales tax revenue in the fiscal year 2020 was because of the lower consumer spending due to the COVID pandemic.

Expenditures Budget and Actual Comparison

For the fiscal years 2018 through 2022, Metro has accumulated a total budget of \$4.260 Billion for Measure M programs/capital projects and administrative expenditures. Out of this budget, \$3.417 Billion were actually spent on programs and administration expenses, which approximates an 80% utilization rate. The budget to actual comparison for each program and administration costs is shown below:

Table 6

		For the Fiscal Years Ended June 30, 2018 through 2022		
		Expenditures (In Thousands)		
Subfund	Programs	Final Budget	Actual	Variance with Final Budget
<i>Transit Operating and Maintenance</i>	Program:			
	Metro Rail Operations	\$ 192,922	\$ 127,583	\$ 65,339
	Transit Operations	810,133	478,554	331,579
	ADA Paratransit	101,942	89,590	12,352
<i>Transit/First/ Last Mile (Capital)</i>	Transit Construction	1,927,715	1,620,068	307,647
	Metro State of Good Repair	65,079	66,595	(1,516)
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	Highway Construction	324,284	193,785	130,499
	Metro Active Transportation Program	70,041	35,991	34,050
<i>Local Return/ Regional Rail</i>	Local Return	681,579	751,019	(69,440)
	Regional Rail	51,959	36,196	15,763
	Total Program	4,225,654	3,399,381	826,273
Administration	Administration	34,066	17,977	16,089
	Total	\$ 4,259,720	\$ 3,417,358	\$ 842,362

The details of the foregoing assessments and financial analyses are discussed in the Detailed Assessment Results section of this report.

Project Analysis

For the fiscal years ended June 30, 2018 through 2022, Measure M had funded 105 projects with a total project cost of \$3.417 Billion involving the ten (10) programs, including administration cost, in the Measure M Ordinance. The summary of these projects by program is presented below:

Table 7

Subfund	Programs	# of Projects	Amount (In Thousands)
<i>Transit Operating & Maintenance</i>	Metro Rail Operations	5	\$ 127,583
	Transit Operations	8	478,554
	ADA Paratransit	1	89,590
<i>Transit/First/ Last Mile (Capital)</i>	Transit Construction	21	1,620,068
	Metro State of Good Repair	22	66,595
<i>Highway, Active Transportation,</i>	Highway Construction	23	193,785
	Metro Active Transportation Program	20	35,991
<i>Local Return/ Regional Rail</i>	Local Return	1	751,019
	Regional Rail - Metrolink	3	36,196
<i>Administration</i>	0.5% for Administration	1	17,977
	Totals	105	\$ 3,417,358

The detailed list of projects by program (taken from the program's cost general ledger for purposes of this analysis) is presented in Exhibit XI of this report.

B. Background

In November 2016, the Measure M Ordinance, Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion, was approved by a two-thirds majority vote. The Measure M Ordinance imposes a retail transaction and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of the Ordinance by the voters. The Measure M Ordinance (Ordinance) requires an annual independent audit to be completed within six (6) months after the end of the fiscal year being audited for purpose of determining compliance with the provisions of the Measure M Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year. The Ordinance requires that every five (5) years, Metro conduct a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan (Plan) to evaluate the performance of the overall program and make recommendations to improve its performance based on current practices, best practices, and organizational changes to improve coordination. The Measure M Five Year Comprehensive Assessment and Equity Report (Assessment) will evaluate the performance and impact of the overall Measure M program and support the successful delivery of Measure M projects and programs. Key among the steps towards completing the Assessment was the development of objectives and criteria that measure Metro's implementation of the Plan in the initial five years (FY18 – FY22). The five key Assessment areas to be measured are Financial Analysis, Project Delivery, Program Management, Compliance, and Transparency/Accountability and Equity.

The Ordinance also requires the establishment of a Measure M Independent Taxpayer Oversight Committee of Metro ("Committee") to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee carries out the responsibilities laid out in the Ordinance and plays a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance. The committee is responsible for reviewing the annual financial and compliance audits as well as reviewing the Assessment and making findings and/or providing recommendations for improving the program. The results of the Committee's review will be presented to the Metro Board of Directors as part of the adoption of the Assessment.

Metro engaged the services of the BCA Watson Rice LLP to conduct the Financial Analysis section of the 5-year assessment report. The results of the financial analyses are discussed in the succeeding pages.

C. Objectives, Scope and Methodology

The primary objective of this assessment is to conduct a financial analysis of the Measure M revenues and expenditures for the fiscal years ended June 30, 2018 through 2022, including a comparison of initial funding assumptions to the actuals achieved, and assess Metro's and Subrecipients' compliance with the Measure M Ordinance.

To accomplish the above objective, our approach and methodology included the following:

1. Conducted meetings with Metro's pertinent personnel to gain a better understanding of the deliverables of the 5-Year Assessment Support/Assessment of Financial and Compliance data;
2. Reviewed and familiarized ourselves with the Measure M compliance requirements;
3. Reviewed the audited schedule of Measure M Revenues and Expenditures for the fiscal years ended June 30, 2018 through 2022;
4. Reviewed the audit reports issued by Vasquez and Company, and Simpson and Simpson auditing firms of their audits of the Local Return Subsidies of various cities and agencies (subrecipients) in the Los Angeles County area;
5. Conducted financial analyses based on the available Measure M financial and compliance data; and
6. Determined Metro's and Subrecipients' compliance with the Measure M Ordinance.

D. Detailed Financial Assessment and Compliance Results

Measure M Sales Tax Revenues Collected and Allocations

For the fiscal years ended June 30, 2018 through 2022, Metro received Measure M sales tax revenues of \$4.485 Billion from the CA Department of Tax and Fee Administration (CDTFA), the State agency in-charge of collecting and remitting such sales tax revenue to Metro. The revenue collections and allocations for each fiscal year are shown below:

Table 8

		Measure M Sales Tax Revenue Allocations (In Thousands)						
Subfund	Program	Allocation % Per Ordinance	2018	2019	2020	2021	2022	Total
<i>Transit Operating and Maintenance</i>	Metro Rail Operations	5%	\$ 40,728	\$ 41,182	\$ 40,421	\$ 44,878	\$ 53,679	\$ 220,888
	Transit Operations (Metro & Municipal Providers)	20%	162,913	164,726	161,683	179,514	214,716	883,552
	ADA Paratransit for the Disabled; Metro							
	Discounts for Seniors and Students	2%	16,291	16,473	16,168	17,951	21,472	88,355
<i>Transit/First/ Last Mile (Capital)</i>	Transit Construction (System Connectivity							
	Projects - Airports, Union Station and Countywide BRT)	35%	285,098	288,271	282,945	314,149	375,755	1,546,215
	Metro State of Good Repair	2%	16,291	16,473	16,168	17,951	21,472	88,355
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	Highway Construction (System Connectivity							
	Projects - Ports, Highway Congestion, and Goods Movement)	17%	138,476	140,017	137,430	152,586	182,509	751,019
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	16,291	16,473	16,168	17,951	21,472	88,355
<i>Local Return/ Regional Rail</i>	Local Return - Base (Local Projects and Transit							
	Services) plus 1% from Administration	16%	138,476	140,017	137,430	152,586	182,509	751,019
<i>Administration/ Local Return</i>	Regional Rail	1%	8,146	8,236	8,084	8,976	10,736	44,178
	Administration (net of 1% transferred to Local							
	Return)	0.5%	4,259	4,306	4,226	4,693	5,613	23,098
		100%	\$ 826,969	\$ 836,173	\$ 820,724	\$ 911,235	\$ 1,089,933	\$ 4,485,034

The foregoing Subfund categories and programs are taken from Attachment A of Ordinance #16-01 - Los Angeles County Traffic Improvement Plan (Ordinance), popularly known as Measure M. Per Section 10 (Costs Administration) of the Ordinance, *“Administration/Local Return Subfund shall be established at 1.5% of the Gross Sales Tax revenues. As funds are received by Metro and credited to this Subfund, one percent (1%) of the Net Revenues (after deducting the 1.5%) shall be immediately transferred to the Local Return/Regional Rail Subfund to be used solely for the Local Return Program.”* Thus, increasing the Local Return – Base program fund to 17% of the net revenues. The net sales tax revenues are then allocated to the other Subfunds based on the percentage stipulated in the Ordinance.

Our review of the Independent Auditors’ Report of the Schedule of Measure M Revenues for the fiscal year ended June 30, 2018 through 2022, disclosed that Metro complied with the allocations of revenue as required by the Ordinance. The audited Schedule of the Measure M Sales Tax Revenues for the fiscal years ended June 30, 2018 through 2022 is presented in Exhibit I of this report

Measure M Expenditures/Uses of Funds

For the fiscal years ended June 30, 2018 through 2022, audited Measure M total revenues, including other revenues, totaled \$4.527 Billion. However, the audited Measure M expenditures for the same period totaled \$3.417 Billion (Administration and other - \$142.6 million, Local Return and Transportation Subsidies - \$1.146 Billion, and Programs/Capital projects - \$2.129 Billion), resulting in Measure M unspent funds of \$1.111 Billion as of June 30, 2022, net of the fund deficits of the Transit Construction Project fund and ADA Paratransit Project fund of \$52.098 Million and \$0.65 Million, respectively. These fund deficits will be offset by subsequent revenue allocations.

Subfund	Programs	Revenues			Expenditures/Uses of Funds				Fund Balance
		Revenue Allocations	Other Revenues	Total Revenues	Admin	Local Return/ Transportation Subsidies	Transfers-out/ Capital Projects	Other Financing Sources	
<i>Transit Operating & Maintenance</i>	Program:								
	Metro Rail Operations	\$ 220,888	\$ (1,320)	\$ 219,568	\$ -	\$ -	\$ 127,583	\$ -	\$ 91,985
	Transit Operations	883,552	(6,156)	877,396	-	253,246	225,308	-	398,842
	ADA Paratransit	88,355	1,170	89,525	-	-	89,590	-	(65)
<i>Transit/First/ Last Mile (Capital)</i>	Transit Construction	1,546,215	21,753	1,567,968	45,056	10,560	1,564,452	-	(52,100)
	Metro State of Good Repair	88,355	(10)	88,345	-	-	66,595	-	21,750
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	Highway Construction	751,019	25,570	776,589	52,437	130,543	10,805	-	582,804
	Active Transportation Program	88,355	870	89,225	22,879	8	13,104	-	53,234
<i>Local Return/ Regional Rail</i>	Local Return	751,019	-	751,019	-	751,019	-	-	-
	Regional Rail - Metrolink	44,178	274	44,452	4,289	400	31,507	1,500	9,756
	Total program	\$ 4,461,936	\$ 42,151	\$ 4,504,087	\$ 124,661	\$ 1,145,776	\$ 2,128,944	\$ 1,500	\$ 1,106,206
<i>Administration</i>	Administration	\$ 23,098	\$ 105	\$ 23,203	\$ 17,977	-	\$ -	\$ -	\$ 5,226
Grand Total		\$ 4,485,034	\$ 42,256	\$ 4,527,290	\$ 142,638	\$ 1,145,776	\$ 2,128,944	\$ 1,500	\$ 1,111,432

The other revenues reported under the Measure M fund include the following: funding from the State for highway construction (State Route 57/60 Interchange improvements), investment income, and allocation from the appreciation (decline) in the fair value of Metro's investments (Measure M funds are pooled with other Metro funds to maximize investment earnings).

Our review of the annual audited Schedule of Measure M Expenditures for the fiscal years ended June 30, 2018 through 2022 disclosed that these expenditures are allowable expenditures and spent in accordance with the guidelines and requirements of the Los Angeles County Traffic Improvement Plan Ordinance No. 16-01 (Measure M Ordinance).

The annual independent audit of the Measure M Revenues and Expenditures tested and verified the following compliance requirements/areas:

Compliance Requirements/Areas Tested	Ordinance # 16-01 Section Reference
1) Measure M Sales tax revenue shall be allocated solely for transportation program purposes.	Section 7.a
2) Proper allocation of Measure M sales tax revenue to appropriate subfunds and programs.	Section 7.b
3) Establishment of separate Measure M subfunds (Transit operation and maintenance, Transit, First/Last Mile (Capital), Highway, Active Transportation, Complete Streets (Capital and Local Return/Regional Rail).	Sections 7.b.1
4) Proper Use of Measure M Revenues.	Sections 7.b.2 to 7.b.7
5) Adoption of Metro-approved Board Guidelines regarding Multi-year Subregional Programs.	Section 7.c
6) Measure M Projects/programs are included in Metro's Long Range Transportation Plan.	Section 7.e
7) Measure M Projects are in accordance with the agreement approved by both Metro and the governing board of jurisdiction.	Section 7.f
8) No Measure M revenues expended for the State Route 710 Nort Gap Closure Project.	Section 7.h
9) No recipient of Local Return programs funds may expend more than thirty-three and one-third percent for Green Streets Projects.	Section 7.i
10) Establishment of Metro Measure M Independent Taxpayers Oversight Committee.	Section 8.a & 8.c.1
11) Annual Independent Audit of Measure M Sales tax revenue and expenditures.	Section 8.h.3.b
12) Metro shall develop Maintenance of Efforts Requirements - Local Return Guidelines.	Section 9
13) Proper implementation of Administration Cost guidelines.	Section 10

The details of the audited Schedules of Measure M Revenues and Expenditures for the fiscal year ended June 30, 2018 through 2022 are presented in Exhibit I and Exhibits II to VII of this report.

Local Return and Transportation Subsidies

As mandated by the Measure M Ordinance, 17% (16% from the original allocation plus 1% transferred from the Administration allocation) of the Measure M sales tax revenue is allocated to local cities and transportation agencies (subrecipients) within Los Angeles County. This fund is allocated by Metro based on the population of each jurisdiction/city. For the fiscal years ended June 30, 2018 through 2022, Metro disbursed \$1.146 Billion of local return and transportation subsidies to 108 subrecipients, consisting of 2 Counties (aside from LA County, San Bernardino County received subsidy of \$400,000 in 2021), 88 cities within LA County, 5 transportation authorities, 5 Council of Governments, and 8 other organizations. The \$400,000 payment to San Bernardino County was in accordance with the funding agreement between Metro and High Desert Corridor Joint Powers Authority for the environmental work of the High Desert Intercity Rail Corridor Project. The summary of the local return and transportation subsidies/disbursements is presented below:

Table 10						
For the Fiscal Years Ended June 30,						
	2018	2019	2020	2021	2022	Total
Number of Subrecipients and Amount Disbursed (In Thousands):						
Counties	1	1	1	2	1	2
Amount Disbursed	\$ 11,048	\$ 14,814	\$ 14,326	\$ 15,694	\$ 19,281	\$ 75,163
Cities	88	88	88	88	88	88
Amount Disbursed	\$ 117,279	\$ 160,039	\$ 159,031	\$ 175,244	\$ 225,633	\$ 837,226
Transportation Authorities	4	3	4	5	5	5
Amount Disbursed	\$ 23,169	\$ 23,543	\$ 29,049	\$ 19,240	\$ 25,959	\$ 120,960
Council of Governments	-	3	4	5	5	5
Amount Disbursed	\$ -	\$ 229	\$ 8,427	\$ 3,018	\$ 42,816	\$ 54,490
Other Organizations	1	1	3	8	5	8
Amount Disbursed	\$ 30,919	\$ (144)	\$ 2,316	\$ 10,680	\$ 14,166	\$ 57,937
Total Subrecipients	94	96	100	108	104	108
Total Amount Disbursed	\$ 182,415	\$ 198,481	\$ 213,149	\$ 223,876	\$ 327,855	\$ 1,145,776

The list of Subrecipients of the local return and transportation subsidies is presented in Exhibit VIII of this report.

As mandated by the Ordinance, local return and transportation subsidies extended to Subrecipients are subjected to an annual independent audit. For the fiscal years ended June 30, 2018 through 2022, Metro contracted two Independent Auditing firms (Vasquez and Company, and Simpson and Simpson), which conducted audits of the 89 Subrecipients (County of LA and the 88 Cities within LA County). The audit covered the following compliance requirements:

1. Funds were expended for transportation purposes.
2. Separate Measure M Local Return Account was established.
3. Revenues received including allocations, project-generated revenues, and interest income was properly credited to the Measure M Local Return Account.
4. Funds were expended with Metro's approval.
5. Funds were not substituted for property tax and are in compliance with the Maintenance of Effort.
6. Timely use of funds.

7. Administrative expenses are within the 20% cap.
8. Expenditure Plan (Form M-One or electronic equivalent) was submitted on time.
9. Expenditure Report (Form M-Two or electronic equivalent) was submitted on time.
10. Where funds expended were reimbursable by other grants or fund sources, the reimbursement was credited to the Local Return Account upon receipt of the reimbursement.
11. Where Measure M funds were given, loaned, or exchanged by one jurisdiction to another, the receiving jurisdiction has credited its Local Return Account with the funds received.
12. A separate account was established for Capital reserve funds and the Capital reserve was approved by Metro.
13. Funds were used to augment, not supplant existing local revenues being used for transportation purposes unless there is a fund shortfall.
14. The recreational transit form was submitted on time.
15. Fund exchanges (trades, loans, or gifts) were approved by Metro.
16. Accounting procedures, record keeping, and documentation are adequate.

Based on the review of the audit reports issued by the two auditing firms, it was noted that overall, the subrecipients complied with compliance requirements described in the Measure M Ordinance; Measure M Local Return Guidelines, issued by the Los Angeles County Metropolitan Transportation Authority (Metro), approved by its Board of Directors on June 22, 2017; and the respective Assurances and Understandings Regarding Receipt and Use of Measure M Local Return Funds, executed by Metro, the County of Los Angeles and the respective Cities for the fiscal years ended June 30, 2018 and 2022.

Local Return Compliance Audit Findings

Based on the review of the audit reports issued by the two auditing firms for the fiscal years ended June 30, 2018 through 2022, the following were the prevalent compliance audit findings:

- ***Funds were spent on projects without Metro's prior approval.*** However, after reviewing the allowability of those project expenditures, Metro gave retroactive approval to Cities that have this type of project expenditures. Thus, these were resolved prior to the completion of each audit.
- ***Expenditure Plan (Form M-One or electronic equivalent) and Expenditure Report (Form M-Two or electronic equivalent) were not submitted on time.*** Moving forward, Metro reminded the identified Cities to observe the submission deadline for these reports.
- ***Accounting procedures, record keeping, and documentation are inadequate.*** For Cities that have these issues, the Auditors recommended that they must correct the specific issues identified to comply with the requirements of the receipts and use of the Measure M funds.

The details of the foregoing audit findings are presented in Exhibit IX of this report.

Budget and Actual Comparison

For each fiscal year, Metro adopted a budget for the expected Measure M sales tax revenues and expenditures. At the end of the fiscal year, Metro made a comparison of the budgeted revenues and expenses to the actual amount to identify areas where there is a variance between what was planned and what occurred. This variance analysis, specifically for program expenditures, provides insights into areas where Metro can adjust to achieve better financial performance. The budget to actual comparison of the Measure M revenues and expenditures for the fiscal years 2018 through 2022 is presented below:

Revenue Budget and Actual Comparison

Table 11			
Fiscal Year Ended June 30,	Measure M Sales Tax Revenue (In Thousands)		
	Final Budget	Actual	Variance with Final Budget
2022	\$ 865,000	\$ 1,089,933	\$ 224,933
2021	778,101	911,235	133,134
2020	873,000	820,724	(52,276)
2019	844,000	836,173	(7,827)
2018	761,899	826,969	65,070
	<u>\$ 4,122,000</u>	<u>\$ 4,485,034</u>	<u>\$ 363,034</u>

As noted, sales tax revenues are largely dependent on consumers' spending in a particular fiscal year. Thus, the estimated or targeted amount for each fiscal year would differ from the actual amount collected. It was noted also that except for fiscal years 2019 and 2020, the actual sales tax revenue was more than the budget amount. The lower actual sale tax revenue in the fiscal year 2019 (which was the 2nd year of the implementation of the Measure M sales tax) was basically due to higher budget assumptions and estimates used in projecting revenue in that year, while the lower actual sales tax revenue in the fiscal year 2020 was because of the lower consumer spending due to the COVID pandemic.

Expenditures Budget and Actual Comparison

For the fiscal years 2018 through 2022, Metro has accumulated a total budget of \$4.260 Billion for programs/capital projects and administrative expenditures. Out of this budget, \$3.417 Billion was spent on programs and administration expenses, which approximates an 80% utilization rate. The budget to actual comparison for each program and administration costs is shown below:

Table 12				
For the Fiscal Years Ended June 30, 2018 through 2022				
Expenditures (In Thousands)				
Subfund	Programs	Final Budget	Actual	Variance with Final Budget
<i>Transit Operating and Maintenance</i>	Program:			
	Metro Rail Operations	\$ 192,922	\$ 127,583	\$ 65,339
	Transit Operations	810,133	478,554	331,579
	ADA Paratransit	101,942	89,590	12,352
<i>Transit/First/ Last Mile (Capital)</i>	Transit Construction	1,927,715	1,620,068	307,647
	Metro State of Good Repair	65,079	66,595	(1,516)
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	Highway Construction	324,284	193,785	130,499
	Metro Active Transportation Program	70,041	35,991	34,050
<i>Local Return/ Regional Rail</i>	Local Return	681,579	751,019	(69,440)
	Regional Rail	51,959	36,196	15,763
	Total Program	4,225,654	3,399,381	826,273
Administration	Administration	34,066	17,977	16,089
	Total	\$ 4,259,720	\$ 3,417,358	\$ 842,362

In reviewing the total budget and actual expenditures for the last five fiscal years, it was prevalent, as shown in the comparison table below, that actual expenditures were consistently less than budgeted.

Table 13				
Expenditures (In Thousands)				
Fiscal Years Ended June 30,	Total Final Budget	Total Actual	Variance with Final Budget	Utilization Rate
2022	\$ 1,023,749	\$ 641,177	\$ 382,572	63%
2021	910,040	879,839	30,201	97%
2020	962,638	897,298	65,340	93%
2019	778,153	601,926	176,227	77%
2018	585,140	397,118	188,022	68%
	\$ 4,259,720	\$ 3,417,358	\$ 842,362	80%

For the fiscal year 2022, the lower budget utilization was mainly because Metro received Covid-19 pandemic-related federal grants/stimulus of \$414,511 Million for its Metro Rail (\$81,981 Million) and Transit Operations (\$332,530 Million) expenditures. These grants reimbursed Metro's Covid-related rail and transit operational expenses for fiscal years 2020 and 2021.

On the other hand, the lower budget utilization for fiscal years 2018 and 2019 was because these were the start-up years (adjustment period) of the programs/projects and actual program/project expenditures came in lower than the budgeted amount.

The annual budget to actual comparison schedules of the program and administration costs are presented in Exhibits X of this report.

Project analysis

For the fiscal years 2018 through 2022, Metro implemented 105 projects with a total project cost of \$3.417 Billion (including administration costs and local return funds given to subrecipients), as shown in the summary below:

Table 14

Subfund	Programs	2022		2021		2020		2019		2018		Total	
		# of Projects	Amount (In Thousands)	# of Projects	Amount (In Thousands)	# of Projects	Amount (In Thousands)	# of Projects	Amount (In Thousands)	# of Projects	Amount (In Thousands)	# of Projects	Amount (In Thousands)
<i>Transit Operating & Maintenance</i>	Program:												
	Metro Rail Operations	5	\$ (35,846)	5	\$ 38,515	5	\$ 42,616	5	\$ 56,799	5	\$ 25,499	5	\$ 127,583
	Transit Operations	7	(155,556)	8	133,061	8	184,746	8	168,635	8	147,670	8	478,556
	ADA Paratransit	1	38,128	1	25,827	1	(180)	1	25,816	1	-	1	89,591
<i>Transit/First/Last Mile (Capital)</i>	Transit Construction	18	470,786	14	444,375	15	476,791	11	170,340	6	57,777	21	1,620,069
	Metro State of Good Repair	13	5,222	10	17,992	11	8,991	11	19,353	4	15,036	22	66,594
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	Highway Construction	21	116,046	14	41,766	14	28,506	7	7,386	1	80	23	193,784
	Active Transportation Program	13	11,449	12	7,450	13	3,848	15	9,794	9	3,450	20	35,991
<i>Local Return/Regional Rail</i>	Local Return	1	182,509	1	152,427	1	137,589	1	140,017	1	138,476	1	751,018
	Regional Rail - Metrolink	2	4,597	2	15,012	1	8,502	1	27	1	8,058	3	36,196
<i>Administration</i>	0.5% for Administration	1	3,842	1	3,414	1	5,889	1	3,759	1	1,072	1	17,976
Totals		82	\$ 641,177	68	\$ 879,839	70	\$ 897,298	61	\$ 601,926	37	\$ 397,118	105	\$ 3,417,358

The detailed list and names of the projects by program are presented in Exhibit XI of this report.

EXHIBITS

Audited Schedules of Measure M Revenues and Expenditures

For the Fiscal Years Ended June 30, 2018 through 2022

(In Thousands)

	2018	2019	2020	2021	2022	Total
Revenues						
Sales tax	\$ 826,969	\$ 836,173	\$ 820,724	\$ 911,235	\$ 1,089,933	\$ 4,485,034
Intergovernmental	-	-	8,432	7,005	-	15,437
Investment income (loss)	1,887	10,160	15,968	6,004	5,900	39,919
Net increase (decline) in fair value of investments	(2,171)	4,706	5,450	(5,420)	(15,666)	(13,101)
Total Revenues	826,685	851,039	850,574	918,824	1,080,167	4,527,289
Expenditures						
Administration and others	4,996	20,682	27,787	31,881	57,292	142,638
Transportation subsidies	182,415	198,481	213,149	223,876	327,855	1,145,776
	187,411	219,163	240,936	255,757	385,147	1,288,414
Excess of revenues over expenditures	639,274	631,876	609,638	663,067	695,020	3,238,875
Other Financing Sources (uses)						
Proceeds from long-term debt	-	-	-	1,500	-	1,500
Transfer-out for capital projects	(209,707)	(382,763)	(656,362)	(624,082)	(256,030)	(2,128,944)
Total other financing sources (uses)	(209,707)	(382,763)	(656,362)	(622,582)	(256,030)	(2,127,444)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	429,567	249,113	(46,724)	40,485	438,990	1,111,431
Fund balance, beginning of the year	-	429,567	678,680	631,956	672,441	-
Fund balance, end of the year	\$ 429,567	\$ 678,680	\$ 631,956	\$ 672,441	\$ 1,111,431	\$ 1,111,431

Consolidated Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Years Ended June 30, 2018 through 2022
(In Thousands)

	Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Highway, Active Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration	
	Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail - Metrolink	Administration	Total
Revenues											
Sales tax revenue	\$ 220,888	\$ 883,552	\$ 88,355	\$ 1,546,215	\$ 88,355	\$ 751,019	\$ 88,355	\$ 751,019	\$ 44,178	\$ 23,098	\$ 4,485,034
Intergovernmental	-	-	-	-	-	15,437	-	-	-	-	15,437
Investment Income	(231)	(1,388)	1,116	20,245	225	17,813	1,587	-	388	165	39,920
Net appreciation (decline) in fair value of investments	(1,089)	(4,768)	54	1,508	(235)	(7,680)	(717)	-	(114)	(60)	(13,101)
Total revenue	219,568	877,396	89,525	1,567,968	88,345	776,589	89,225	751,019	44,452	23,203	4,527,290
Expenditures											
Administration and other	-	-	-	45,056	-	52,437	22,879	-	4,289	17,977	142,638
Transportation subsidies	-	253,246	-	10,560	-	130,543	8	751,019	400	-	1,145,776
	-	253,246	-	55,616	-	182,980	22,887	751,019	4,689	17,977	1,288,414
Excess of revenues over expenditures	219,568	624,150	89,525	1,512,352	88,345	593,609	66,338	-	39,763	5,226	3,238,876
Other Financing Sources (Uses)											
Proceeds from long term debt	-	-	-	-	-	-	-	-	1,500	-	1,500
Transfers out for capital projects	(127,583)	(225,308)	(89,590)	(1,564,452)	(66,595)	(10,805)	(13,104)	-	(31,507)	-	(2,128,944)
Total other financing sources (uses)	(127,583)	(225,308)	(89,590)	(1,564,452)	(66,595)	(10,805)	(13,104)	-	(30,007)	-	(2,127,444)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	91,985	398,842	(65)	(52,100)	21,750	582,804	53,234	-	9,756	5,226	1,111,432
Fund balance, beginning of the year	-	-	-	-	-	-	-	-	-	-	-
Fund balance, end of the year	\$ 91,985	\$ 398,842	\$ (65)	\$ (52,100)	\$ 21,750	\$ 582,804	\$ 53,234	\$ -	\$ 9,756	\$ 5,226	\$ 1,111,432

Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Year Ended June 30, 2018
(In Thousands)

	Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Highway, Active Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration	
	Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail Metrolink	Administration	Total
Revenues:											
Sales tax revenue	\$ 40,728	\$ 162,913	\$ 16,291	\$ 285,098	\$ 16,291	\$ 138,476	\$ 16,291	\$ 138,476	\$ 8,146	\$ 4,259	\$ 826,969
Intergovernmental	-	-	-	-	-	-	-	-	-	-	-
Investment Income	51	(194)	71	1,193	48	601	71	-	36	12	1,887
Net appreciation (decline) in fair value of invest	(48)	141	(98)	(1,274)	18	(834)	(72)	-	13	(17)	(2,171)
Total revenue	40,731	162,859	16,264	285,017	16,357	138,243	16,290	138,476	8,194	4,254	826,685
Expenditures:											
Administration and other	-	-	-	3,844	-	80	-	-	-	1,072	4,996
Transportation subsidies	-	43,939	-	-	-	-	-	138,476	-	-	182,415
	-	43,939	-	3,844	-	80	-	138,476	-	1,072	187,411
Excess of revenues over expenditures	40,731	118,920	16,264	281,173	16,357	138,162	16,290	-	8,194	3,182	639,274
Other Financing Sources (Uses)											
Transfers out for capital projects	(25,499)	(103,731)	-	(53,934)	(15,036)	-	(3,450)	-	(8,058)	-	(209,707)
Total other financing sources (uses)	(25,499)	(103,731)	-	(53,934)	(15,036)	-	(3,450)	-	(8,058)	-	(209,707)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	15,232	15,190	16,264	227,239	1,321	138,162	12,841	-	137	3,182	429,567
Fund balance, beginning of the year	-	-	-	-	-	-	-	-	-	-	-
Fund balance, end of the year	\$ 15,232	\$ 15,190	\$ 16,264	\$ 227,239	\$ 1,321	\$ 138,162	\$ 12,841	\$ -	\$ 137	\$ 3,182	\$ 429,567

**Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Year Ended June 30, 2019
(In Thousands)**

Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Highway, Active Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration		
Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail - Metrolink	Administration	Total	
Revenues:											
Sales tax revenue	\$ 41,182	\$ 164,726	\$ 16,473	\$ 288,271	\$ 16,473	\$ 140,017	\$ 16,473	\$ 140,017	\$ 8,236	\$ 4,306	\$ 836,173
Intergovernmental	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(3)	(419)	417	6,149	(27)	3,538	360	-	94	52	10,160
Net appreciation (decline) in fair value of investments	10	(236)	118	2,648	(40)	1,998	159	-	18	31	4,706
Total revenue	41,188	164,071	17,008	297,068	16,406	145,553	16,992	140,017	8,348	4,389	851,039
Expenditures:											
Administration and other	-	-	-	8,922	-	3,234	4,767	-	-	3,759	20,682
Transportation subsidies	-	54,311	-	-	-	4,153	-	140,017	-	-	198,481
	-	54,311	-	8,922	-	7,386	4,767	140,017	-	3,759	219,163
Excess of revenues over expenditures	41,188	109,760	17,008	288,145	16,406	138,167	12,225	-	8,348	630	631,876
Other Financing Sources (Uses)											
Transfers out for capital projects	(56,799)	(114,324)	(25,816)	(161,418)	(19,353)	-	(5,027)	-	(27)	-	(382,763)
Total other financing sources (uses)	(56,799)	(114,324)	(25,816)	(161,418)	(19,353)	-	(5,027)	-	(27)	-	(382,763)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses											
	(15,611)	(4,564)	(8,808)	126,728	(2,947)	138,167	7,197	-	8,321	630	249,113
Fund balance, beginning of the year	15,232	15,190	16,264	227,239	1,321	138,162	12,841	-	137	3,182	429,567
Fund balance, end of the year	\$ (379)	\$ 10,626	\$ 7,456	\$ 353,967	\$ (1,626)	\$ 276,329	\$ 20,038	\$ -	\$ 8,458	\$ 3,812	\$ 678,680

Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Year Ended June 30, 2020
(In Thousands)

	Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Highway, Active Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration	
	Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail Metrolink	Administration	Total
Revenues:											
Sales tax revenue	\$ 40,421	\$ 161,683	\$ 16,168	\$ 282,945	\$ 16,168	\$ 137,430	\$ 16,168	\$ 137,430	\$ 8,084	\$ 4,226	\$ 820,724
Intergovernmental	-	-	-	-	-	8,432	-	-	-	-	8,432
Investment Income	(196)	(580)	331	9,027	67	6,563	542	-	156	60	15,969
Net appreciation (decline) in fair value of investm	(123)	(581)	316	511	64	4,778	395	-	74	17	5,450
Total revenue	40,101	160,521	16,815	292,483	16,299	157,202	17,105	137,430	8,314	4,303	850,574
Expenditures:											
Administration and other	-	-	-	6,684	-	14,300	1,468	-	-	5,335	27,787
Transportation subsidies	-	57,841	-	3,606	-	14,272	-	137,430	-	-	213,149
	-	57,841	-	10,291	-	28,572	1,468	137,430	-	5,335	240,936
Excess of revenues over expenditures	40,101	102,681	16,815	282,192	16,299	128,631	15,637	-	8,314	(1,032)	609,638
Other Financing Sources (Uses)											
Transfers out for capital projects	(42,616)	(126,905)	180	(466,500)	(8,991)	65	(2,380)	(159)	(8,502)	(554)	(656,362)
Total other financing sources (uses)	(42,616)	(126,905)	180	(466,500)	(8,991)	65	(2,380)	(159)	(8,502)	(554)	(656,362)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	(2,515)	(24,224)	16,994	(184,307)	7,308	128,696	13,257	(159)	(188)	(1,587)	(46,724)
Fund balance, beginning of the year	(379)	10,626	7,456	353,967	(1,626)	276,329	20,038	-	8,458	3,812	678,680
Fund balance, end of the year	\$ (2,894)	\$ (13,598)	\$ 24,450	\$ 169,660	\$ 5,682	\$ 405,024	\$ 33,295	\$ (159)	\$ 8,270	\$ 2,225	\$ 631,956

Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Year Ended June 30, 2021
(In Thousands)

	Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration	
	Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail Metrolink	Administration	Total
Revenues:											
Sales tax revenue	\$ 44,878	\$ 179,513	\$ 17,951	\$ 314,148	\$ 17,951	\$ 152,586	\$ 17,951	\$ 152,586	\$ 8,976	\$ 4,693	\$ 911,235
Intergovernmental	-	-	-	-	-	7,005	-	-	-	-	7,005
Investment Income	(68)	(248)	196	2,177	65	3,500	298	-	63	18	6,004
Net appreciation (decline) in fair value of investment	133	667	(274)	(2,006)	(33)	(3,520)	(274)	-	(96)	(17)	(5,420)
Total revenue	44,943	179,933	17,873	314,320	17,984	159,572	17,976	152,586	8,943	4,693	918,824
Expenditures:											
Administration and other	-	-	-	7,657	-	13,374	6,389	-	491	3,969	31,880
Transportation subsidies	-	41,705	-	2,823	-	26,238	-	152,586	525	-	223,877
	-	41,705	-	10,480	-	39,612	6,389	152,586	1,016	3,969	255,757
Excess of revenues over expenditures	44,943	138,228	17,873	303,840	17,984	119,960	11,587	-	7,927	725	663,067
Other Financing Sources (Uses)	-	-	-	-	-	-	-	-	-	-	-
Proceeds from long-term debt	-	-	-	-	-	-	-	-	1,500	-	1,500
Transfers out for capital projects	(38,515)	(91,356)	(25,827)	(433,895)	(17,992)	(2,154)	(1,061)	159	(13,996)	554	(624,082)
Total other financing sources (uses)	(38,515)	(91,356)	(25,827)	(433,895)	(17,992)	(2,154)	(1,061)	159	(12,496)	554	(622,582)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	6,428	46,872	(7,954)	(130,055)	(9)	117,806	10,526	159	(4,569)	1,279	40,485
Fund balance, beginning of the year	(2,894)	(13,598)	24,450	169,660	5,682	405,024	33,295	(159)	8,270	2,225	631,956
Fund balance, end of the year	\$ 3,534	\$ 33,274	\$ 16,497	\$ 39,605	\$ 5,674	\$ 522,830	\$ 43,821	\$ -	\$ 3,701	\$ 3,504	\$ 672,441

Schedule of Measure M Revenues and Expenditures and Fund Balance
By Subfund and Programs
For the Fiscal Year Ended June 30, 2022
(In Thousands)

	Transit Operating and Maintenance			Transit/First/Last Mile (Capital)		Transportation, Complete Streets (Capital)		Local Return/Regional Rail		Administration	
	Metro Rail Operations	Transit Operations	ADA Paratransit	Transit Construction	Metro State of Good Repair	Highway Construction	Metro Active Transportation Program	Local Return	Regional Rail - Metrolink	Administration	Total
Revenues:											
Sales tax revenue	\$ 53,679	\$ 214,717	\$ 21,472	\$ 375,755	\$ 21,472	\$ 182,509	\$ 21,472	\$ 182,509	\$ 10,736	\$ 5,613	\$ 1,089,933
Intergovernmental	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(14)	53	101	1,698	72	3,612	316	-	40	23	5,900
Net appreciation (decline) in fair value of investm	(1,060)	(4,758)	(7)	1,629	(244)	(10,102)	(926)	-	(124)	(74)	(15,666)
Total revenue	52,604	210,011	21,566	379,081	21,300	176,019	20,862	182,509	10,651	5,563	1,080,167
Expenditures:											
Administration and other	-	-	-	17,949	-	21,449	10,255	-	3,798	3,842	57,292
Transportation subsidies	-	55,451	-	4,131	-	85,880	8	182,509	(125)	-	327,855
	-	55,451	-	22,080	-	107,329	10,263	182,509	3,673	3,842	385,147
Excess of revenues over expenditures	52,604	154,561	21,566	357,001	21,300	68,690	10,599	-	6,979	1,721	695,020
Other Financing Sources (Uses)											
Transfers out for capital projects	35,846	211,007	(38,128)	(448,706)	(5,223)	(8,717)	(1,186)	-	(924)	-	(256,030)
Total other financing sources (uses)	35,846	211,007	(38,128)	(448,706)	(5,223)	(8,717)	(1,186)	-	(924)	-	(256,030)
Excess (deficiency) of revenues and other financing sources over expenditures and other financing uses	88,451	365,567	(16,562)	(91,705)	16,077	59,973	9,413	-	6,054	1,721	438,990
Fund balance, beginning of the year	3,534	33,274	16,497	39,605	5,674	522,830	43,821	-	3,701	3,504	672,441
Fund balance, end of the year	\$ 91,985	\$ 398,841	\$ (65)	\$ (52,100)	\$ 21,751	\$ 582,803	\$ 53,234	-	\$ 9,755	\$ 5,225	\$ 1,111,431

**Schedule of Local Return and Transportation Subsidies
For the Fiscal Years Ended June 30, 2018 through 2022**

Subrecipients	Amount (in Thousands)					
	2018	2019	2020	2021	2022	Total
Counties:						
1 COUNTY OF LOS ANGELES	\$ 11,048	\$ 14,814	\$ 14,326	\$ 15,294	\$ 19,281	\$ 74,763
2 SAN BERNARDINO COUNTY	-	-	-	400	-	400
Sub-total	\$ 11,048	\$ 14,814	\$ 14,326	\$ 15,694	\$ 19,281	\$ 75,163
Cities:						
1 CITY OF LOS ANGELES	\$ 46,971	\$ 62,044	\$ 60,275	\$ 61,616	\$ 77,359	\$ 308,265
2 SANTA MONICA	8,385	9,584	10,489	7,958	10,444	46,860
3 LONG BEACH	5,093	6,762	6,480	6,746	18,660	43,741
4 INGLEWOOD	1,225	1,619	1,539	8,990	10,881	24,254
5 TORRANCE	1,546	7,052	4,944	4,254	6,175	23,971
6 SANTA CLARITA	2,306	5,467	2,923	5,076	5,768	21,540
7 MONTEBELLO	3,736	4,288	4,651	3,648	4,721	21,044
8 GLENDALE	2,118	2,838	2,740	7,266	3,692	18,654
9 GARDENA	2,615	3,100	3,328	2,654	3,439	15,136
10 CULVER CITY	2,423	2,802	2,999	2,338	3,613	14,175
11 NORWALK	2,220	2,793	2,911	2,562	3,288	13,774
12 PALMDALE	1,681	2,233	2,153	2,324	3,670	12,061
13 LANCASTER	1,650	2,219	2,190	2,295	2,874	11,228
14 POMONA	1,634	2,185	2,101	2,191	2,752	10,863
15 PASADENA	1,481	2,013	1,950	2,150	3,181	10,775
16 BURBANK	1,104	1,478	1,454	4,505	1,882	10,423
17 AGOURA HILLS	223	296	1,569	3,779	3,792	9,659
18 REDONDO BEACH	1,000	1,277	1,276	1,223	4,394	9,170
19 EL MONTE	1,196	1,607	1,589	1,664	2,438	8,494
20 DOWNEY	1,199	1,602	1,543	1,622	2,111	8,077
21 WEST COVINA	1,133	1,517	1,471	1,535	1,884	7,540
22 COMPTON	1,063	1,409	1,353	1,402	1,743	6,970
23 SOUTH GATE	1,046	1,389	1,330	1,374	1,724	6,863
24 CARSON	987	1,318	1,269	1,329	1,837	6,740
25 WHITTIER	928	1,235	1,182	1,270	1,562	6,177
26 HAWTHORNE	924	1,234	1,204	1,248	1,546	6,156
27 ALHAMBRA	911	1,223	1,174	1,235	1,543	6,086
28 LAKEWOOD	824	1,114	1,103	1,155	1,421	5,617
29 BELLFLOWER	802	1,078	1,054	1,135	1,473	5,542
30 BALDWIN PARK	785	1,062	1,040	1,098	1,484	5,469
31 LYNWOOD	761	1,014	976	1,013	1,267	5,031
32 WESTLAKE VILLAGE	88	118	4,427	187	146	4,966
33 ARCADIA	702	948	936	952	1,236	4,774
34 PICO RIVERA	675	901	871	909	1,126	4,482
35 MONTEREY PARK	644	866	844	878	1,080	4,312
36 CALABASAS	255	341	335	376	2,936	4,243
37 HUNTINGTON PARK	627	836	807	843	1,058	4,171
38 DIAMOND BAR	599	803	777	817	1,016	4,012
39 MALIBU	133	179	176	3,271	213	3,972
40 PARAMOUNT	592	787	759	788	986	3,912
41 ROSEMEAD 01	580	774	746	782	966	3,848
42 CERRITOS	519	703	680	720	1,129	3,751
43 LA MIRADA	564	739	719	738	911	3,671
44 GLENDORA	550	740	713	740	925	3,668
45 MANHATTAN BEACH	371	499	489	510	1,644	3,513
46 AZUSA	520	700	674	729	883	3,506
47 COVINA	518	690	664	694	868	3,434
48 BELL GARDENS	451	603	583	610	755	3,002
49 RANCHO PALOS VERDES	452	604	579	604	742	2,981
50 SAN GABRIEL	425	576	555	585	713	2,854
51 LA PUENTE	426	569	552	579	721	2,847
52 CLAREMONT	380	565	552	519	756	2,772
53 MONROVIA	394	541	527	547	674	2,683
54 BELL	386	513	493	519	649	2,560
55 TEMPLE CITY	384	512	492	520	643	2,551
56 WEST HOLLYWOOD	377	505	486	521	644	2,533

**Schedule of Local Return and Transportation Subsidies
For the Fiscal Years Ended June 30, 2018 through 2022
(Continued)**

Subrecipients		Amount (in Thousands)					Total
		2018	2019	2020	2021	2022	
<u>Cities:</u>							
57	BEVERLY HILLS	\$ 365	\$ 488	\$ 468	\$ 492	\$ 600	\$ 2,413
58	SAN DIMAS	359	481	468	491	603	2,402
59	LAWNDALE	352	470	456	475	583	2,336
60	LA VERNE	349	467	450	472	592	2,330
61	WALNUT	317	424	409	434	532	2,116
62	MAYWOOD	296	394	380	397	496	1,963
63	SOUTH PASADENA	273	366	353	373	453	1,818
64	COMMERCE	299	363	378	326	403	1,769
65	SAN FERNANDO	258	345	333	354	448	1,738
66	CUDAHY	258	344	330	345	430	1,707
67	DUARTE	233	310	299	312	385	1,539
68	SOUTH EL MONTE	219	293	283	302	377	1,474
69	LA CANADA-FLINTRIDGE	216	288	280	293	364	1,441
70	LOMITA	213	287	281	295	365	1,441
71	HERMOSA BEACH	208	276	267	282	349	1,382
72	SANTA FE SPRINGS	194	258	247	259	325	1,283
73	EL SEGUNDO	175	235	228	242	298	1,178
74	ARTESIA	177	237	228	240	293	1,175
75	HAWAIIAN GARDENS	157	208	198	209	260	1,032
76	PALOS VERDES ESTATES	144	192	183	192	234	945
77	SAN MARINO	142	190	180	190	233	935
78	SIGNAL HILL	123	163	157	168	208	819
79	SIERRA MADRE	116	155	149	158	192	770
80	ROLLING HILLS ESTATES	84	113	110	117	282	706
81	LA HABRA HEIGHTS	57	77	74	78	97	383
82	AVALON	39	52	52	55	70	268
83	HIDDEN HILLS	20	27	26	27	33	133
84	ROLLING HILLS	20	27	26	27	33	133
85	IRWINDALE	15	20	19	21	25	100
86	BRADBURY	12	16	14	15	19	76
87	INDUSTRY	5	6	6	6	8	31
88	VERNON	2	3	3	4	5	17
Sub-total		\$ 117,279	\$ 160,039	\$ 159,031	\$ 175,244	\$ 225,633	\$ 837,226
<u>Transit Authorities:</u>							
1	FOOTHILL TRANSIT	\$ 9,946	\$ 11,425	\$ 12,666	\$ 9,173	\$ 12,391	\$ 55,601
2	LONG BEACH TRANSIT	8,653	9,612	10,769	7,793	-	36,827
3	ANTELOPE VALLEY TRANSIT AUTHORITY	2,269	2,506	2,950	2,142	2,834	12,701
4	CALTRANS-DISTRICT 07	-	-	-	-	8,265	8,265
5	SANTA CLARITA TRANSIT	2,301	-	2,664	-	2,487	7,452
6	SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY	-	-	-	7	107	114
7	SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY	-	-	-	125	(125)	-
		\$ 23,169	\$ 23,543	\$ 29,049	\$ 19,240	\$ 25,959	\$ 120,960
<u>Council of Governments:</u>							
1	SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS	\$ -	\$ 34	\$ 5,288	\$ 630	\$ 42,267	\$ 48,219
2	SOUTH BAY CITIES COUNCIL OF GOVERNMENTS	-	-	3,070	2,276	478	5,824
3	LAS VIRGENES-MALIBU COUNCIL OF GOVERNMENTS	-	104	58	51	59	272
4	ARROYO VERDUGO COMMUNITIES JOINT POWERS AUTHORITY	-	91	11	27	8	137
5	WESTSIDE CITIES COUNCIL OF GOVERNMENTS	-	-	-	34	4	38
		\$ -	\$ 229	\$ 8,427	\$ 3,018	\$ 42,816	\$ 54,490
<u>Other Organizations (See Notes below):</u>							
1	MOTT MACDONALD, LLC	\$ -	\$ -	\$ 346	\$ 1,397	\$ 694	\$ 2,437
2	BEACH CITIES HEALTH DISTRICT	-	-	7	186	71	264
3	ARELLANO ASSOCIATES LLC	-	-	-	14	56	70
4	HDR ENGINEERING INC	-	-	-	54	-	54
5	REMY MOOSE MANLEY	-	-	-	-	17	17
6	WALKING MAN, INC.	-	-	-	5	-	5
7	ADDRESSERS	-	-	-	2	-	2
8	TRANSLATING SERVICES, INC. DBA LAZAR TRANSLATING & INTERPRETING	-	-	-	1	-	1
9	Others-Accrual	30,919	(144)	1,963	9,021	13,328	55,087
Sub-total		\$ 30,919	\$ (144)	\$ 2,316	\$ 10,680	\$ 14,166	\$ 57,937
Grand Total		\$ 182,415	\$ 198,481	\$ 213,149	\$ 223,876	\$ 327,855	\$ 1,145,776

Notes for Other Organizations:

- Mott MacDonald, LLC** - Payments for the Regional Rail Planning and Environmental Services-Antelope Valley Line Improvements Environmental Assessment and Technical studies.
- Beach Cities Health District** - Payments for the Transportation System and Mobility Improvement Program.
- Arrellano Associates, LLC** - Payments for the Metro Antelope Valley Improvements Study that includes communication/outreach activities leading up to the release of the Draft Environmental Impact Report.
- HDR Engineering, Inc.** - Payments for Regional Rail Planning and Environmental Services.
- Remy Moose Manley** - Payments to analyze, review and provide substantive comments and edits to the Antelope Valley Line Capital and Environmental Impact Report.
- Walking Man, Inc.** - Payments for the distributions of flyers/notices for the Antelope Valley Line Capacity and Service Improvements Program.
- Addressers** - Payments for the Antelope Valley Project postcards.
- Translating Services, Inc.** - Payments for Armenian and Spanish Interpreter and practice sessions for 2 public hearings.

**Summary of Local Return Financial and Compliance Audit Findings
For the the Fiscal Years Ended June 30, 2018 through 2022**

	2022	2021	2020	2019	2018
Number of Subrecipients Audited	89	89	89	89	89
Financial Audit Findings:					
1) Local returns subsidies were spent on projects prior to Metro's approval.					
Total number of cities with this type of finding	7	6	9	4	6
Total Questioned Cost associated with this finding. - Actual Amount	\$ 1,827,840	\$ 1,073,052	\$ 1,492,291	\$ 355,416	\$ 724,900
<u>Resolutions/Status of the finding:</u>					
Metro granted a retroactive approval of these projects. Thus, they were eligible for Local Return subsidies funding and was resolved during the audit.					
2) The City of South El Monte claimed Salaries and Employees' Benefits based on budget and not supported by actual time charges or time sheets.					
Total number of cities with this type of finding			1		
Total Questioned Cost associated with this finding. - Actual Amount			\$ 507		
<u>Resolutions/Status of the finding:</u>					
The City was requested to provide actual documentation of the claimed amount. Moving forward, the City plans to implement a timekeeping system to ensure that hours claimed were actually rendered and not based on budget.					
3) The City of Baldwin Park claimed Salaries and Employees' Benefits based on budget and not supported by actual time charges or time sheets.					
Total number of cities with this type of finding				1	
Total Questioned Cost associated with this finding. - Actual Amount				\$ 351,493	
<u>Resolutions/Status of the finding:</u>					
The City was requested to provide actual documentation of the claimed hours/amount. If no documentation provided, the City was advised to reimburse Metro of the claimed amount. Metro still to receive formal response from the City. It was recommended also by the auditor that the City establish controls to ensure that all salaries and benefits charged to the Local Return fund are adequately supported with verifiable accounting/transactions documents (i.e. time sheets and actual payroll).					
4) The City of South El Monte General Ledger is not updated. Account reconciliations, including bank accounts are behind and the Local Return Funds reports and Forms submitted to Metro do not reconcile with the accounting records. Auditors unable to perform any auditing procedures.					
Total number of cities with this type of finding				1	
Total Questioned Cost associated with this finding. - Actual Amount				\$149,130	
<u>Resolutions/Status of the finding:</u>					
Metro granted the City's request for an extension to complete the audit by August 31, 2020 (need to contact Metro if this was completed).					
5) The City of Downey's expenditures incurred for the Brookshire Avenue Pavement Rehabilitation Project that were charged to the Measure M Local Return Fund was not supported by an approved contract or purchase order form.					
Total Questioned Cost associated with this finding. - Actual Amount				\$ 3,347	1
<u>Resolutions/Status of the finding:</u>					
The auditing firm of Simpson and Simpson recommended that the City establish controls to ensure that the costs charged to the Local Return Funds, although allowable, are adequately supported by contracts, purchase orders, invoices, canceled checks or similar documentation so that Local Return expenditures are in compliance with the Guidelines. (need to contact Metro for the status of this finding).					
6) City of Pomona Interest income was not properly allocated and recorded in Measure M Local Return Fund account.					
Total Questioned Cost associated with this finding. - Actual Amount				\$9,705	1
<u>Resolutions/Status of the finding:</u>					
The City corrected the issue and interest income was allocated for the first quarter of FY 2018-19 and will continue to do so going forward.					

Summary of Local Return Financial and Compliance Audit Findings
For the the Fiscal Years Ended June 30, 2018 through 2022
(Continued)

	2022	2021	2020	2019	2018
Number of Subrecipient Audited	89	89	89	89	89
<u>Compliance Audit Findings</u>					
1) The Expenditure Plan (Form M-One or electronic equivalent) was not submitted timely to Metro.					
Total number of cities with this type of finding	5	1	9	6	2
<u>Resolutions/Status of the finding:</u>					
The Cities subsequently submitted the Expenditure Plan to Metro.					
2) The Expenditure Report (Form M-Two or electronic equivalent) was not submitted timely.					
Total number of cities with this type of finding	6	1	1	8	4
<u>Resolutions/Status of the finding:</u>					
The Cities subsequently entered the required information in the LRMS.					
3) Accounting procedures, record keeping, and documentation are not adequate.					
Total number of cities with this type of finding	-	1	-	-	-
<u>Resolutions/Status of the finding:</u>					
Cities were advised to address and correct the identified issues.					

**Expenditures Budget to Actual Comparison
For the Fscal Years 2018 through 2022
(In Thousands)**

Programs	2018			2019			2020			2021			2022		
	Expenditures (In Thousands)			Expenditures (In Thousands)			Expenditures (In Thousands)			Expenditures (In Thousands)			Expenditures (In Thousands)		
	Final Budget	Actual	Variance with Final Budget	Final Budget	Actual	Variance with Final Budget	Final Budget	Actual	Variance with Final Budget	Final Budget	Actual	Variance with Final Budget	Final Budget	Actual	Variance with Final Budget
Program:															
Metro Rail Operations	\$ 18,212	\$ 25,499	\$ (7,287)	\$ 54,247	\$ 56,799	\$ (2,552)	\$ 42,995	\$ 42,616	\$ 379	\$ 34,867	\$ 38,515	\$ (3,648)	\$ 42,601	\$ (35,846)	\$ 78,447
Transit Operations	149,669	147,669	2,000	165,684	168,635	(2,951)	184,746	184,746	-	133,102	133,061	41	176,932	(155,557)	332,489
ADA Paratransit	-	-	-	28,298	25,816	2,482	17,198	(180)	17,378	39,405	25,827	13,578	17,041	38,128	(21,087)
Transit Construction	250,883	57,778	193,105	322,277	170,340	151,937	502,319	476,790	25,529	484,070	444,374	39,696	368,166	470,786	(102,620)
Metro State of Good Repair	14,725	15,036	(311)	16,984	19,353	(2,369)	6,572	8,992	(2,420)	7,560	17,992	(10,432)	19,238	5,223	14,015
Highway Construction	12,500	80	12,420	16,441	7,386	9,055	42,082	28,506	13,576	37,343	41,766	(4,423)	215,918	116,046	99,872
Metro Active Transportation Program	-	3,450	(3,450)	20,708	9,794	10,914	6,492	3,848	2,644	19,045	7,450	11,595	23,796	11,449	12,347
Local Return	127,580	138,476	(10,896)	141,328	140,017	1,311	146,184	137,589	8,595	130,293	152,427	(22,134)	136,194	182,509	(46,315)
Regional Rail	7,505	8,058	(553)	8,313	27	8,286	8,599	8,502	97	17,697	15,012	2,685	9,845	4,597	5,248
Total Program	\$ 581,074	\$ 396,046	\$ 185,028	\$ 774,280	\$ 598,167	\$ 176,113	\$ 957,187	\$ 891,409	\$ 65,778	\$ 903,382	\$ 876,424	\$ 26,958	\$ 1,009,731	\$ 637,335	\$ 372,396
Administration	4,066	1,072	2,994	3,873	3,759	114	5,451	5,889	(438)	6,658	3,415	3,243	14,018	3,842	10,176
Total	\$ 585,140	\$ 397,118	\$ 188,022	\$ 778,153	\$ 601,926	\$ 176,113	\$ 962,638	\$ 897,298	\$ 65,340	\$ 910,040	\$ 879,839	\$ 30,201	\$ 1,023,749	\$ 641,177	\$ 382,572

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
Transit Operating and Maintenance	<u>Metro rail operations:</u>						
	1 RAIL OPERATIONS - A LINE	\$ (7,283)	\$ 7,571	\$ 8,747	\$ 14,398	\$ 7,338	\$ 30,771
	2 RAIL OPERATIONS - B LINE	(10,840)	11,701	12,871	19,877	8,587	42,196
	3 RAIL OPERATIONS - C LINE	(3,383)	3,986	3,899	5,927	2,730	13,159
	4 RAIL OPERATIONS - E LINE	(7,126)	7,592	8,488	7,336	2,731	19,021
	5 RAIL OPERATIONS - L LINE	(7,214)	7,665	8,611	9,261	4,113	22,436
	Sub-total	\$ (35,846)	\$ 38,515	\$ 42,616	\$ 56,799	\$ 25,499	\$ 127,583
	<u>Transit operations</u>						
	1 BUS OPERATIONS- G LINE	\$ (10,833)	\$ 4,933	\$ 6,108	\$ 6,204	\$ 5,530	\$ 11,942
	2 MEASURE M 20% FAP SUBSIDIES	55,451	41,705	57,841	54,311	43,939	253,247
	3 OPERATION MAINTENANCE	(66,207)	25,418	42,357	35,416	34,014	70,998
	4 OPERATIONS TRANSPORTATION	(128,895)	57,719	73,908	68,381	60,045	131,158
	5 PUBLIC AFFAIRS, PROMO & OUTREACH	831	680	1,165	1,127	768	4,571
	6 SERVICE PLANNING & ENHANCEMENT	(4,463)	2,076	2,474	2,373	2,073	4,533
	7 SERVICE SCHEDULING	(1,440)	529	940	907	797	1,733
	8 SYSTEMWIDE BUS OPS MGMT & ADMIN	-	1	(47)	(84)	504	374
	Sub-total	\$ (155,556)	\$ 133,061	\$ 184,746	\$ 168,635	\$ 147,670	\$ 478,556
	<u>ADA Paratransit</u>						
	1 OTHER SUBSIDIES	\$ 38,128	\$ 25,827	\$ 798	\$ 24,838	\$ -	\$ 89,591
	2 OTHER SUBSIDIES-OTHER AGENCIES	-	-	(978)	978	-	-
	Sub-total	\$ 38,128	\$ 25,827	\$ (180)	\$ 25,816	\$ -	\$ 89,591

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
<i>Transit/First/ Last Mile (Capital)</i>	<u>Transit construction</u>						
	1 ACTIVE PROGRAM	\$ 4,048	\$ 1,647	\$ 560	\$ -	\$ -	\$ 6,255
	2 AIRPORT METRO CONNECTOR CONST	85,704	12,015	42,514	10,580	41,717	192,530
	3 BRT CONNECTOR RED/ORANGE LINE TO GOLD LINE	2,616	2,746	3,455	3,710	413	12,940
	4 BUS SYTM IMPROV PROG	178	-	-	-	-	178
	5 CRENSHAW NORTHERN EXTENSION (MEAS M)	12,838	2,481	971	446	-	16,736
	6 CRENSHAW/LAX TRANSIT CORRIDOR	(16,000)	-	-	-	-	(16,000)
	7 EXPO/BLUE LINE LIGHT RAIL VEHICLE PROCUR	5,613	6,850	43,639	1,040	-	57,142
	8 FOOTHILL EXTENSION 2A CLOSEOUT	395	-	-	-	-	395
	9 GOLD LINE FOOTHILL EXT. PHASE 2B	139,960	203,456	130,740	22,043	-	496,199
	10 METRO BSC PROGRAM	218	-	-	-	-	218
	11 NORTH SAN FERNANDO VALLEY BRT IMPROVEMEN	799	1,662	1,546	2,810	254	7,071
	12 ORANGE LIINE BRT IMPROVEMENTS	4	6	107	947	-	1,064
	13 ORANGE LINE BRT IMPROVEMENT	8,159	7,683	7,508	5,344	2,431	31,125
	14 SEPULVEDA TRANSIT CORRIDOR-1	-	-	2	-	-	2
	15 SFV I-405 CORRIDOR CONNECTION	2,195	3,728	6,663	-	-	12,586
	16 TRANSIT PROJECTS	28	1,257	3,080	-	-	4,365
	17 VERMONT SOUTH BAY EXTENSION STUDY	845	-	-	-	-	845
	18 VERMONT TRANSIT CORRIDOR	1,351	383	569	1,009	745	4,057
	19 WESTSIDE PURPLE LINE EXT. SECTION 3	-	-	28	270	-	298
	20 WESTSIDE SUBWAY EXTENSION SECTION 3	221,835	128,521	235,409	122,141	12,217	720,123
	21 OTHER-NON SPECIFIED	-	71,940	-	-	-	71,940
	Sub-total	\$ 470,786	\$ 444,375	\$ 476,791	\$ 170,340	\$ 57,777	\$ 1,620,069

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
<i>Transit/First/ Last Mile (Capital)</i>	<u>Metro State of Good Repair:</u>						
	1 DIV 20 WHEEL PRESS MACHINE	\$ 74	\$ 1,468	\$ 1,659	\$ 105	\$ 77	\$ 3,383
	2 FIRE CONTROL PANEL UPGRADE	-	13	(1,870)	2,289	-	432
	3 MBL RAIL REPLACEMENT & BOOTING	-	-	2	-	-	2
	4 MBL TRIP SYSTEM REPLACEMENT	391	-	-	-	-	391
	5 MGL EMERGENCY TRIP SYSTEM	60	256	775	2,786	-	3,877
	6 MGL RTU REFURB	246	-	-	-	-	246
	7 MRL ELECTRONICS	9	135	(140)	663	-	667
	8 MRL FIRE CONTROL PANEL UPGRADE	693	-	-	-	-	693
	9 MRLA650 COMPONENT OVERHAULS	2,109	-	-	-	-	2,109
	10 P2000 COMPONENT OVERHAUL	-	-	73	2,896	9,933	12,902
	11 P865/2020 BLUE LINE FLEET MIDLIFE REHAB	60	127	1,664	2,371	2,698	6,920
	12 PERFORM MIDLIFE REPAIRS ON HEAVY RAILCAR	-	-	-	3,618	-	3,618
	13 RAIL FACILITY IMPROVEMENTS	629	-	-	-	-	629
	14 RAIL OPERATIONS CENTER/BUS OPERATIONS CE	(48)	-	-	-	-	(48)
	15 RC NON-FFGA ACTIVITIES	-	237	5,518	-	-	5,755
	16 REPLACE THE AGING SUPERVISORY CONTROL AN	371	499	468	1,838	-	3,176
	17 SOUND ENCLOSURE FOR LRT FREEWAY STATIONS	-	2	91	582	-	675
	18 SUBWAY RAILCAR MIDLIFE OVERHAUL	-	-	-	76	2,328	2,404
	19 SYSTEMWIDE SIGNAGE	548	-	-	-	-	548
	20 TRACK AND TUNNEL INTRUSION DETECTION	80	-	-	-	-	80
	21 VERT SYSTEM MODERNIZATION: ELEVATORS	-	51	751	2,129	-	2,931
	22 OTHER-NON SPECIFIED	-	15,204	-	-	-	15,204
	Sub-total	\$ 5,222	\$ 17,992	\$ 8,991	\$ 19,353	\$ 15,036	\$ 66,594

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
<i>Highway, Active Transportation, Complete Streets (Capital)</i>	<u>Highway construction</u>						
	1 ACTIVE TRANSP, TRANSIT & TECH	\$ 2,607	\$ 185	\$ 454	\$ 4,028	\$ -	\$ 7,274
	2 ACTIVE TRANS 1ST/LAST MILE	747	-	-	-	-	747
	3 AV - ACTIVE TRANSP PROG	15	-	-	-	-	15
	4 F/L MILE & COMPLETE ST	1,116	-	-	-	-	1,116
	5 HIGHWAY EFFICIENCY PROGRAM	1,374	7,542	2,504	-	-	11,420
	6 HIGHWAY EFFICIENCY PROGRAM (NORTH COUNTY	1	-	-	-	-	1
	7 HIGHWAY EFFICIENCY PROGRAM (SOUTH COUNTY)	-	-	5,273	-	-	5,273
	8 I-405 SEPULVEDA EXPRESSLANES	5,078	1,881	909	56	-	7,924
	9 I-5 N. CAPACITY ENHANCEMENT	8,833	-	-	-	-	8,833
	10 I-105 EXPRESSLANES	13,171	1,983	1,714	13	-	16,881
	11 I-5 CORR IMP (I-605 TO I-710)	5	5	6	8	-	24
	12 I-605 CORRIDOR "HOT SPOTS"-MM	501	27	24	-	-	552
	14 LARVR WATERWAY SYS BIKE PATH	(116)	923	(65)	-	-	742
	15 MODAL CONNECTIVITY & COMPLETE ST	953	357	13	91	-	1,414
	16 NORTH COUNTY ACTIVE TRANS PROG	983	453	3	-	-	1,439
	17 SAN GABRIEL ACTIVE TRANSPORTATION PROG	422	30	15	33	-	500
	18 SOUTH BAY HWY OPER IMP(SB#63)	223	-	-	-	-	223
	19 SR-57/SR-60 INTERCHANGE IMPS	57,513	11,396	11,669	3,157	80	83,815
	20 SR-71 GAP MISSION SBCL-S.SEG	8,265	-	-	-	-	8,265
	21 TRANSP SYST/MOBILITY IMP PROG	5,768	12,225	5,980	-	-	23,973
	22 TRANSPORTATION SYS&MOBILITY IM(SB#66)	8,587	311	7	-	-	8,905
	23 OTHER-NON SPECIFIED	-	4,448	-	-	-	4,448
	Sub-total	\$ 116,046	\$ 41,766	\$ 28,506	\$ 7,386	\$ 80	\$ 193,784

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
Highway, Active Transportation, Complete Streets (Capital)	Metro active transportation program						
	1 BICYCLE ACCESS IMPROVEMENTS - RAIL	\$ -	\$ 2	\$ 33	\$ 786	\$ -	\$ 821
	2 BICYCLE PROGRAM	91	170	413	962	463	2,099
	3 BIKE HUB/LOCKERS O&M	23	-	-	-	-	23
	4 BIKE PARKING PLAN & PROGRAM	8	79	78	101	97	363
	5 BIKE SHARE TAP INTEGRATION	22	-	-	-	-	22
	6 BIKE/BUS INTERFACE STUDY	-	14	44	2	134	194
	7 BIKESHARE PLANNING (METRO ONLY COST)	113	87	435	232	723	1,590
	8 COMPLETE STREETS	80	186	164	276	350	1,056
	9 CW 1ST/LAST MILE PN	673	846	585	750	1,052	3,906
	10 CW BICYCLE FRIENDLY BUSINESS DISTRICT	-	-	-	(168)	168	-
	11 GOLD LINE 2B 1ST/LAST MILE PN	-	-	-	348	-	348
	12 INGLEWOOD 1ST/LAST MILE PN	-	37	66	266	-	369
	13 LA RIVER BIKE PATH	33	22	(174)	97	240	218
	14 LARVR WATERWAY SYS BIKE PATH	10,093	5,501	1,374	4,767	-	21,735
	15 MBL TRIP SYSTEM REPLACEMENT	(41)	-	-	-	-	(41)
	16 METRO ACTIVE TRANSPORT PROGRAM	286	-	-	-	-	286
	17 METRO BIKE SHARE PHASE 3	-	-	323	-	-	323
	18 METRO BLUE LINE FIRST/LAST MILE PLAN	-	-	58	72	223	353
	19 PURPLE LINE 1ST/LAST MILE PN	68	383	449	611	-	1,511
	20 UNION STATION METRO BIKE HUB	-	-	-	692	-	692
	21 OTHER-NON SPECIFIED	-	123	-	-	-	123
	Sub-total	\$ 11,449	\$ 7,450	\$ 3,848	\$ 9,794	\$ 3,450	\$ 35,991

List of Funded Projects By Program
For the Fiscal Year Ended June 30, 2018 through 2022
(In Thousands)

Subfund	Programs/Project Name	2022	2021	2020	2019	2018	Total
Local Return/ Regional Rail	<u>Local return:</u>						
	1 MEASURE M LOCAL RETURN	\$ 182,509	\$ 152,586	\$ 137,430	\$ 140,017	\$ 138,476	\$ 751,018
	2 LARVR WATERWAY SYS BIKE PATH	-	(159)	159	-	-	-
	Sub-total	\$ 182,509	\$ 152,427	\$ 137,589	\$ 140,017	\$ 138,476	\$ 751,018
	<u>Regional rail:</u>						
	1 COMMUTER RAIL	\$ 924	\$ 13,996	\$ 8,502	\$ 27	\$ 8,058	\$ 31,507
Administration	2 HDC-INTERCITY RAIL	3,673	-	-	-	-	3,673
	3 OTHER-NON SPECIFIED	-	1,016	-	-	-	1,016
	Sub-total	\$ 4,597	\$ 15,012	\$ 8,502	\$ 27	\$ 8,058	\$ 36,196
	<u>0.5% for Administration</u>						
	1 ADMIN-MEASURE M	\$ 3,842	\$ 3,414	\$ 5,889	\$ 3,759	\$ 1,072	\$ 17,976
	Sub-total	\$ 3,842	\$ 3,414	\$ 5,889	\$ 3,759	\$ 1,072	\$ 17,976
	Grand Total	\$ 641,177	\$ 879,839	\$ 897,298	\$ 601,926	\$ 397,118	\$ 3,417,358

Appendix C

Assessment of the Measure M Independent Taxpayer Oversight Committee (MMITOC)

Final Report

Los Angeles County Metropolitan Transportation Authority

Assessment of the Measure M Independent Taxpayer Oversight Committee (MMITOC)

April 2023

Submitted by:

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Table of Contents

Background	2
Objectives and Methodology	2
MMITOC Purpose and Responsibilities.....	3
Responsibilities to Review	4
Responsibilities to Approve, Make a Finding and Report.....	6
Responsibilities to Make Recommendations for Improvement	7
MMITOC Meetings	7
Committee Membership	8
Committee Reporting.....	9
Potential MMITOC Improvements	9
MMITOC Charter to Clarify Purpose and Responsibilities	9
Ensuring Meetings Allow Time for Committee Discussion	10



Background

In November 2016, the Measure M Ordinance, Los Angeles County's comprehensive plan to improve transportation and ease traffic congestion, was approved by a two-thirds majority vote. The Measure M Ordinance imposes a retail transactions and use tax at the rate of one-half of one percent (.5%) within Los Angeles County to be operative on the first day of the first calendar quarter commencing not less than 180 days after the adoption of the Ordinance by the voters. The Measure M Ordinance (Ordinance) requires an annual independent audit to be completed within six (6) months after the end of the fiscal year being audited for purpose of determining compliance with the provisions of the Measure M Ordinance relating to the receipt and expenditure of Sales Tax Revenues during such fiscal year.

The Ordinance requires that every five (5) years, Metro conduct a comprehensive review of all projects and programs implemented under the Measure M Expenditure Plan (Plan) to evaluate the performance of the overall program and make recommendations to improve its performance based on current practices, best practices, and organizational changes to improve coordination. The Measure M Five Year Comprehensive Assessment and Equity Report (Assessment) will evaluate the performance and impact of the overall Measure M program and support the successful delivery of Measure M projects and programs. Key among the steps towards completing the Assessment was the development of objectives and criteria that measure Metro's implementation of the Plan in the initial five years (FY18 – FY22). The five key Assessment areas to be measured are Financial Analysis, Project Delivery, Program Management, Compliance, and Transparency/Accountability and Equity.

The Ordinance also requires the establishment of a Measure M Independent Taxpayer Oversight Committee of Metro (MMITOC) to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee carries out the responsibilities laid out in the Ordinance and plays a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance. The committee is responsible for reviewing the annual financial and compliance audits as well as reviewing the Assessment and making findings and/or providing recommendations for improving the program. The results of the Committee's review will be presented to the Metro Board of Directors as part of the adoption of the Assessment.

Objectives and Methodology

The primary objective of this review was to perform an analysis of the Committee to determine its purpose, functionality, and usefulness in meeting the requirements as stated in the Ordinance. To accomplish this objective we:



- Reviewed the Ordinance to determine Committee responsibilities.
- Conducted interviews with Committee members:
 - Virginia Tanzman, Committee Chair
 - Linda Briskman
 - Richard Stanger
 - Paul Rajmaira
 - Ryan Campbell
- Conducted interviews with Metro staff that support or interact with the Committee:
 - Sharon Gookin, Deputy CEO
 - Ronald Stamm, Deputy County Counsel
 - Collette Langston, Board Clerk
 - Lauren Choi, DEO, (Interim), Management Audit Services
 - Monica Del Toro, Senior Manager, Audit
- Reviewed meeting agendas, minutes, and reports received by the Committee during the Assessment review period.
- Reviewed Committee annual audit reports for FY18-22 audits.
- Determined whether reporting to the Committee has been adequate through a review of the content and frequency of information conveyed to the Committee.

MMITOC Purpose and Responsibilities

Effective committees have a strategic focus and clear mission or statement of purpose that communicates what the committee is, what it does and why it does it. With an appropriate strategic focus all members of the committee have a clear understanding of its purpose, the approach used to achieve that purpose and the progress being achieved.

The Ordinance provides a clear and focused purpose for the MMITOC. That purpose is: “to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan.”

Given this, the MMITOC serves as an important element and is very useful as part of the overall checks and balances for Measure M expenditures. There is tremendous value in having a diverse group of committed members of the public reviewing information about Measure M projects and expenditures and providing very focused approval findings and recommendations relative to these expenditures.

The MMITOC provides added oversight for the Board and the public that Measure M projects and expenditures are being reviewed in more detail than the Board may be able to do themselves, including the detailed reviews of the annual Measure M audits. In the future, the MMITOC may also be required to review, make findings and report on potential



debt financing and changes to the Measure M Ordinance. This would also be a very useful role for the MMITOC.

All MMITOC members interviewed clearly understand that the MMITOC does not have any policy or decision making authority. Actual governance of the Measure M projects is the role of the Metro Board of Directors (Board), with all decision making the responsibility of the Board and/or CEO and Metro management as delegated to them by the Board.

The Ordinance outlines a comprehensive list of responsibilities for the MMITOC. These responsibilities are in four categories:

- Review information only, with no finding, recommendations or report as a result of that review.
- Review and approve the scope of work for annual audits.
- Review and make a finding or report as a result of the review.
- Review and make recommendations for improvement.

Responsibilities to Review

The majority of the responsibilities assigned to the MMITOC involve reviewing information only, with no finding, recommendations or report anticipated as a result of the review. The following MMITOC responsibilities are in this category:

- For Local Return funds, review the programmed revenues and uses for each of the local jurisdictions.
- For Transit and Highway (Capital), review comparison of budget expended to project milestone completion, comparison of contingency spent to project completion, and review of soft costs expended.
- For Active Transportation Program, review programmed revenues and uses.
- For State of Good Repair, review budget and expenses.
- For Transit Operating and Maintenance (which includes Metro Rail Operations, Transit Operations, ADA Paratransit for the disabled/Metro discounts for seniors and students, and Regional Rail), review budget and expenses.
- For major corridor projects, review:
 - Project costs, established LOP budgets, and any significant cost increases and/or major scope changes of the major corridor projects identified in the Expenditure Plan.
 - The funding available and programmed for the projects included in the Expenditure Plan, as well as any funding gaps for each of these projects.



- Performance in terms of project delivery, cost controls, schedule adherence, and related activities.

Over the five-year period the MMITOC has been presented with substantial information covering each of the topics listed above. At each meeting numerous presentations are made, with PowerPoint presentations. These include:

- **Program Management Quarterly Major Project Status Reports** – Provides major construction project updates including the budget, schedule, safety and injury statistics, and overall progress. The overall progress updates include percentage completion, as well as specific progress made on each project.
- **Transit Planning Updates** – Provides major transit construction project updates including the current phase of each project, the most recent cost estimate, recent activities, and next actions. An overview map showing all transit projects, as well as detailed maps showing the location of each project is also included. The presentation also includes all the projects included in the Measure M Expenditure Plan from groundbreaking to opening date with the current and planned status of each.
- **Complete Streets and Highway Project Updates** – Provides major street and highway project updates including the current phase of each project, the current phase budget and amount spent to date, the purpose and scope, multimodal elements, current status, and challenges identified. The presentation also includes detailed maps showing the location of each project.
- **Active Transportation Project Updates** – Provides active transportation project updates include bike path and 1st/Last Mile projects. This includes information on the amount of Measure M funding included, and the status of each project.
- **State of Good Repair Updates** – Provides an update on Metro assets including the number and value, the replacement value, state of good repair needs, and the current backlog in meeting state of good repair needs. The update also provides detailed information on Metro rolling stock (buses and rail vehicles), equipment, facilities and infrastructure. The updates also provide information on Metro asset management accomplishments and efforts in progress.
- **Local Return Updates** – Provides an overview of the requirements for Measure M local return funds and an overview of how those funds are allocated.
- **Metro Proposed Budget Updates** – Provides information on the proposed budget for Metro for each fiscal year. Includes information on budget priorities, and both the total budget amount and amounts for each major program. The presentation also includes the budget specifically for Measure M.



Responsibility to Approve

The MMITOC has been assigned responsibility for approving the scope of work and directing the work of the auditors conducting the annual audits. During each of the five years that annual audits have been performed the MMITOC has reviewed and approved the scope of work for the annual audits.

Responsibilities to Make a Finding and Report

The MMITOC has also been assigned responsibilities related to annual audits that require reviewing and making findings and reporting as a result of the review. These responsibilities include:

- For each Subfund, make findings on the effective and efficient use of funds.
- Preparing an annual report on the results of the annual audits.

During each of the five years that annual audits have been performed the MMITOC has reviewed and, with staff's assistance, issued an annual report on the results of the audits. This includes reviews of each subfund. The exhibit to the right shows the documentation of the MMITOC's review as well as their findings for FY 2022. This information was included in the report provided to Metro management and the Metro Board of Directors.

MEASURE M OVERSIGHT COMMITTEE REVIEW

The Measure M Oversight Committee received the three audit reports in February 2023. The Committee reviewed the reports and met on March 1, 2023. At that meeting, the Committee received a formal presentation of the audit reports from each of the three audit firms.

The Committee asked questions and received satisfactory answers to questions regarding administrative costs, proper subfund allocations and jurisdictions with repeat findings and possible mitigations to late form submissions.

The Committee was satisfied with the audit reports.

MEASURE M OVERSIGHT COMMITTEE FINDINGS

(1) The audits were performed in accordance with the Ordinance that the voters approved in 2016;

(2) Metro complied, in all material respects, with the Ordinance requirements applicable to the Measure M revenues and expenditures for the year ended June 30, 2022; and

(3) The County and Cities complied in all material respects with the Measure M Ordinance and guidelines that are applicable to the Measure M Local Return program for the year ended June 30, 2022.

The audits found eighteen (18) instances of non-compliance which according to Metro staff, have all been resolved.

Additional MMITOC responsibilities that require reviewing and making a finding or report as a result of the review include:

- Reviewing all proposed debt financing and making a finding as to whether the benefits of the proposed financing for accelerating project delivery, avoiding future cost escalation, and related factors exceed issuance and interest costs.
- Reviewing any proposed amendments to the Ordinance, including the Expenditure Plan, and make a finding as to whether the proposed amendments further the purpose of the Ordinance.

During the five-year period there has not been any debt financing of Measure M funded projects. There have been no proposed amendments to the Ordinance. As a result, the MMITOC has not reviewed nor made findings related to these responsibilities.



Responsibilities to Make Recommendations for Improvement

The MMITOC has been assigned the responsibility for reviewing information and making recommendations for improvement in the two following areas:

- For major corridor projects the MMITOC is to review the funding available and programmed for the projects included in the Expenditure Plan, as well as any funding gaps for each of these projects and provide recommendations on possible improvements and modifications to deliver the Plan.
- After reviewing the 5 year Comprehensive Program Assessment conducted by Metro the MMITOC is to make findings and/or provide recommendations for improving the program.

The Ordinance does not provide clear guidance regarding the form or content of recommendations on possible improvements, which provides flexibility for both the MMITOC and Metro to confirm an efficient process.

Metro is currently in the process of conducting the 5 year assessment, so the MMITOC has not had the opportunity to review the assessment nor to make findings and/or provide recommendations for improving the program. Once completed, the assessment will be presented to the MMITOC for review. Following the review, the MMITOC will have the opportunity to make findings and/or provide recommendations for improving the program.

Conclusion: The reporting to the MMITOC has provided information required to meet its responsibilities for reviewing information that does not require a finding, recommendation or report, for reviewing information, approving specific items, making a finding or report as a result of the review, for reviewing information and making recommendations for improvement as a result of the review.

MMITOC Meetings

The Ordinance requires the MMITOC to meet at least four (4) times each year to carry out its responsibilities. Effective committees require that structures and practices define how a Committee such as the MMITOC carries out its responsibilities. A best practice is to develop specific documents that define its functions, activities, and the specific roles of the Committee and its members. This is often contained in a set of bylaws.

During the June 2022 meeting, the Chair recommended that the MMITOC formalize rules for the establishment of officers and their rotation. Staff took the action to develop bylaws in response to this recommendation. Subsequently, staff drafted the bylaws and sought feedback from the MMITOC.

During the December 2022 meeting, staff presented the bylaws to the MMITOC. At that time, the MMITOC requested staff add language to clarify the reporting relationship of the



MMITOC. Additional comments from the MMITOC members were also received following the December Board meeting to clarify the reporting to the Board and public. Staff updated the proposed bylaws to incorporate comments received by the MMITOC. The proposed bylaws were adopted at the March 2023 MMITOC meeting.

The Bylaws adopted by the MMITOC are consistent with the Ordinance and clearly define the roles and responsibilities for members and officers. The Bylaws also establish rules and procedures for members and meetings, officer selections and duties.

Conclusion: The MMITOC has met its requirement to meet at least four times each year to carry out its responsibilities. These four meetings each year are adequate to fulfill the responsibilities assigned to the MMITOC in the ordinance. In addition, the Bylaws adopted by the MMITOC provide for clear rules and procedures for members and meetings.

Committee Membership

The Ordinance establishing the MMITOC states that it will be comprised of seven (7) voting members representing the following professions or areas of expertise:

- A retired Federal or State judge.
- A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
- A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
- A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews.
- A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
- A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
- A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

The MMITOC has never had a full complement of members. This is partially due to the specific professional or other requirements, as well as the conflict of interest requirements. Members are selected by the Committee Membership Selection Panel, comprised of three members of the Metro Board of Directors or their designee.



Conclusion: The MMITOC currently has five members, with two vacancies. The MMITOC Chair and Metro Management have made filling all the MMITOC positions a high priority.

Committee Reporting

The Ordinance establishing the MMITOC requires it to be accountable to the public and the Metro Board. The following Ordinance provision outlines this requirement.

Accountability to the Public and the Metro Board. All audit reports, findings, and recommendations will be available and accessible to the public (through various types of media) prior to the public hearing and upon request. Metro will establish a website dedicated to the Oversight of this Measure and include all pertinent Ordinance information for the public. The Committee shall review all audits and hold an annual public hearing to report on the results of the audits.

A website is available and accessible to the public that provides information regarding the MMITOC and the Ordinance. In addition, all MMITOC meetings are open to the public and posted as required. An annual public hearing is also held to report on the results of the audits.

Conclusion: The MMITOC is meeting the requirements for accountability to the Public and Metro Board.

Potential MMITOC Improvements

We identified a number of potential improvements to the MMITOC as part of this review. These are not formal recommendations, but improvement ideas that should be considered by the MMITOC and Metro management. Many of these potential improvements came from MMITOC members and Metro management and staff.

MMITOC Charter to Clarify Purpose and Responsibilities

The Ordinance establishing the MMITOC is fairly clear in defining its responsibilities. However, there is some ambiguity within the Ordinance. The following two provisions in the Ordinance do not provide for any action by the MMITOC, but could be taken by some to define a larger role than the Ordinance actually provides:

It is the intent that the Committee will assist Metro and take advantage of changing situations in the future with regard to technologies and transportation developments. Therefore, the provisions contained in this Ordinance are based on a 2016 perspective and are not meant to be unduly restrictive on the Committee's and Metro's roles and responsibilities.



The Committee Members established for oversight shall carry out the responsibilities laid out in this Ordinance and play a valuable and constructive role in the ongoing improvement and enhancement of this Ordinance.

Many committees such as the MMITOC find it helpful to develop a committee charter. A committee charter is a document that outlines the specific purpose, authority, and responsibilities of a committee. This committee charter could outline the authority and scope of the committee. It could include information on what has been delegated to the committee and confirm the limits of the decision-making authority of the committee. The charter could also outline the specific duties and responsibilities of the committee. Some committees find it useful to recite the key elements of the charter at the beginning of each meeting to ensure meetings stay on track.

Metro management should consider developing a draft charter for the MMITOC, reviewing and discussing it with the MMITOC. The MMITOC could then adopt the charter. This process would be comparable to the process used to develop and adopt the MMITOC Bylaws.

Ensuring Meetings Allow Time for Committee Discussion

Several MMITOC members stated they felt there was little to no time available for discussion among the members during each public meeting. Members felt this was especially important given that the Brown Act requiring open meetings limits their ability to discuss Metro matters within their subject matter jurisdiction outside of public meetings.

There is a substantial amount of information the MMITOC is responsible for reviewing during each meeting. This requires Metro staff to prepare numerous long and fairly detailed presentations during each MMITOC meeting. The MMITOC should assess which items warrant a presentation at the meeting and potentially use the receive and file option for some items without hearing the presentation. In addition, Metro staff should attempt to make these presentations more succinct and focused on the actual responsibilities of the MMITOC. Staff supporting the MMITOC should ensure there is sufficient time available for discussion among the MMITOC members of the information provided.

April 2023

BCA Watson Rice, LLP

Appendix D

Outreach
Summary Memo

Measure M Five Year Assessment and Equity Report

Outreach Summary Memo

EXTERNAL QUALITATIVE ANALYSIS

The qualitative analysis conducted for the Measure M Five Year Comprehensive Assessment and Equity Report was informed by a series of community and Metro Advisory Committee stakeholder focus groups conducted from Fall 2022 to Spring 2023 by the consulting team in conjunction with representatives from the Metro Office of Equity and Race (“Project Team”). At the beginning of these efforts the project was named the Quality of Life Equity Report and in Winter 2022 the scope was expanded to include an assessment of Los Angeles County’s Measure M Ordinance and Guidelines, eliminating duplicative agency work. Outreach activities for the overall project can be generally categorized as 2022 CBO Listening Sessions, 2022 Advisory Committee meetings, and 2023 Update Meetings.

Objectives

During the Fall of 2022, the Project Team began outreach with local community-based organizations (CBO) and members of Metro’s Advisory Committees to identify stakeholder priorities introduced in Measure R’s 2017 Quality of Life Report. The Project Team sought to hear directly from individuals about how Metro has influenced the communities they or their constituents live or work in across Los Angeles County. A significant focus of the outreach was to understand if there were specific equity efforts Metro should continue or explore in the report update (then titled Quality of Life Equity report). Finally, the Project Team wanted to hear any community anecdotes and experiences related to the topics covered during the outreach activity.

After the scope of the Quality of Life Equity Report was expanded, the Project Team held a series of Update Meetings in the Spring of 2023 to share what was learned from Fall 2022 outreach convenings as well as the Measure M goals and the criteria used to evaluate the Measure’s impact on LA County residents.

Methodology

2022 CBO Listening Sessions and Advisory Committee Meetings

During the Fall of 2022, the Project Team conducted four CBO Listening Sessions (three virtual and one in-person) and presented to nine Metro Advisory Committees. During these engagement activities, the team provided background and context for report development and garnered feedback from committee members and community representatives. The team invited over 120 individuals from 100 CBOs to participate. A follow-up survey was also provided to gain input from those interested in the outreach process but unable to attend an event. In addition, the research team led presentations and feedback discussions with Metro Advisory Committees dealing with issues directly relating to equity, quality of life, and Measure M. Listening session participants received a log of meeting notes to verify their feedback accuracy and provide any additional input not initially shared. Attendance at the Advisory Committee meetings is detailed in Table 1.

Measure M Five Year Assessment and Equity Report
Outreach Summary Memo

2023 Update Meetings

In the Spring of 2023, the Project Team conducted a second round of outreach. Community members invited to the Fall 2022 sessions and members from the nine Advisory Committees were invited to participate in one of two virtual Update Meetings. The Update Meetings shared the key takeaways of the 2022 Listening Sessions and Advisory Committee meetings, Measure M objectives, and the criteria used to assess the performance of programs and projects funded by Measure M dollars to date. The meetings also offered opportunities for participants to recommend additional priorities and assessment criteria in future evaluations of Measure M's impact. Similar to the 2022 Listening Sessions, meeting participants also received a log of meeting notes to verify their feedback accuracy and provide any additional input not initially shared. The Metro Board-approved Measure M assessment objectives were also shared with all the participants during these outreach activities.

Participation Incentive

Each eligible participant and survey respondent (or their organization) was provided gift card compensation for their time and expertise. See Table 1 for a complete list of the Advisory Committees the team presented to and Table 2 for a complete list of CBOs that attended the 2022 and 2023 outreach efforts.

Table 1 – Advisory Committee Presentations

Advisory Committee		Attendance	Date (2022)
Metro Youth Council Meeting		24	July 18
Office of Strategic Innovation Meeting		34	July 28
Aging-Disability Transportation Network Committee Meeting		16	August 4
Community Advisory Council Meeting		15	August 24
Metro Policy Advisory Council Meeting		46	September 8
Accessibility Advisory Steering Committee Meeting		21	September 8
Sustainability Council Meeting		19	October 14
Technical Advisory Committee		25	November 2
Measure M Oversight Committee		4	September 7
		13	December 15
Total		217	

Measure M Five Year Assessment and Equity Report
Outreach Summary Memo

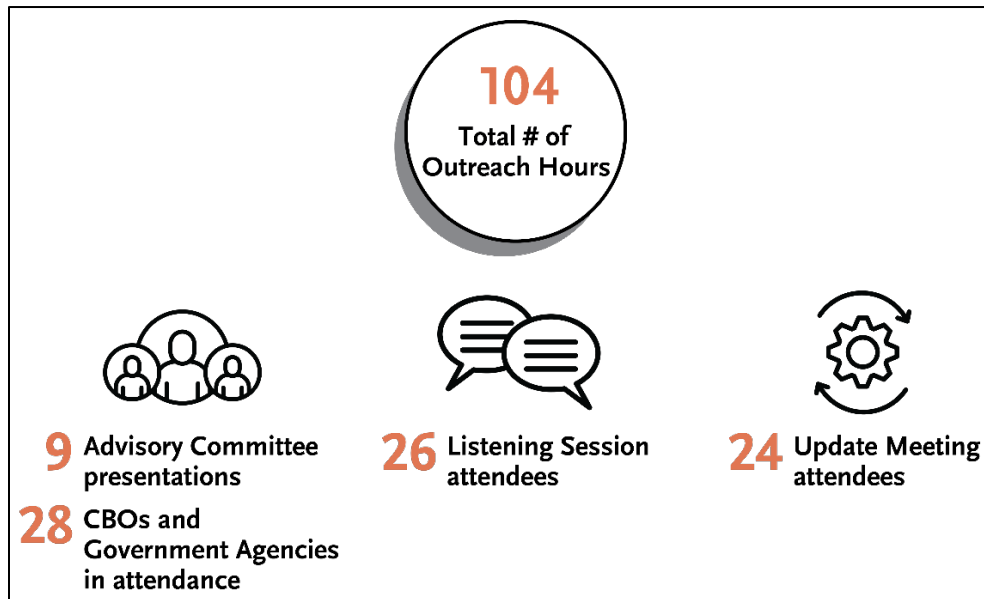
Table 2 – CBOs and Government Agencies in Attendance

CBO and Government Agencies
4LEAF Inc.
AARP California
Aslan Consulting, LLC
BikeLA (<i>formerly Los Angeles County Bicycle Coalition</i>)
Communities Actively Living Independent and Free
California Community Foundation
Climate Resolve
Day One
East Yard Communities for Environmental Justice
Gateway Cities Council of Governments
Koreatown Youth + Community Center
Los Angeles Department of Transportation
Legacy LA
Library Foundation of Los Angeles
Little Tokyo Service Center
Los Angeles Bahá'í Center
Los Angeles County Department of Public Health
Los Angeles County Public Works
Los Angeles Walks
Move LA
People for Mobility Justice
Prevention Institute
Rimkus
Southern California Resource Services for Independent Living
SELA Collaborative
Social Justice Learning Institute
SLATE- Z (<i>South Los Angeles Transit Empowerment Zone</i>)
UCLA Luskin Center for Innovation

Measure M Five Year Assessment and Equity Report

Outreach Summary Memo

Outreach Statistics



Total number of outreach events – 6

- 2022 Listening Sessions – 4 (three virtual and one in-person)
- 2023 Update Meetings – 2 (all virtual)

Total number of CBOs and government agencies in attendance – 28

- Total number of CBOs invited to attend – 100

Total number of attendees – 50

- 2022 Listening Session attendees - 26
- 2023 Update Meeting attendees - 24

Total number of Advisory Committee presentations – 9

- In 2023, the outreach team emailed a summary/invitation to attend the Update Meetings
- Total number of Advisory Committee meeting attendees – 217

Total number of individuals invited to attend - 337

- 2022 Listening Sessions – 337
 - 120 individual CBO staff
 - 217 Advisory Committee attendees
- 2023 Update Meetings – 26 (only Listening Session attendees were invited to attend)

Total number follow-up survey participants – 11

- 2022 Listening Sessions – 11
- 2023 Update Meetings – content update only, no survey distributed

Measure M Five Year Assessment and Equity Report

Outreach Summary Memo

Equity-Focused Topics and Key Takeaways

Quantitative and qualitative data analyzed for the Measure M Five Year Comprehensive Assessment and Equity Report was organized into thematic sections highlighting what was assessed and what changed between 2017 - 2022. The narrative themes are as follows:

- Stewardship
- Mobility
- Experience
- Community
- Regional

The research team identified the common topics that emerged from the focus group discussions that aligned with the report narrative themes. During the initial outreach phase, the team was able to summarize the feedback into the following twelve topics:

- Service and Reliability
- Safety
- People Experiencing Homelessness
- Effective Communication
- Shade and Bus Stops
- Accessibility and Americans with Disability Act (ADA) Compliance
- Active Transportation
- First/Last Mile
- Connectivity
- Affordable housing
- Job Access and Economic Development
- Multi-Jurisdictional and Cross-Department Coordination

Table 3 summarizes the key topics and what was heard from this outreach process.

Measure M Five Year Assessment and Equity Report

Outreach Summary Memo

Table 3 – Key Topics and What We Heard

Key Topic	What We Heard	MM 5-Year and Equity Report Themes
Service and Reliability	Everyone wants transit that is reliable, frequent, and on time	Mobility Experience
Safety	Everyone wants to be and feel safe, but safety strategies feel different to different riders	Experience Community
People Experiencing Homelessness	People are divided on how to address this issue. Some want to balance the needs of transit riders and riders sheltering on the Metro system, while others want stronger enforcement for safety	Experience Community Regional
Effective Communication	A need for clear and updated communication about service changes and in languages spoken throughout the County	Mobility Experience
Shade and Bus Stops	A need for welcoming bus stops and shade that include technology and art, with a focus on climate change and the impact on low-income communities of color	Mobility Experience Community Experience
Accessibility and Americans with Disability Act (ADA) Compliance	Metro should design its system centering the needs of people with disabilities	Mobility Experience Community
Active Transportation	A need for Measure M active transportation investments	Stewardship Mobility Community Regional
First/Last Mile	A need for better infrastructure and more resource investment to get to Metro	Stewardship Mobility Community
Connectivity	Expand service to less accessible parts of Los Angeles, particularly active transportation and micromobility	Stewardship Regional
Affordable Housing	Metro can't solve all housing problems but is major landowner that should contribute to solutions	Community Regional
Job Access and Economic Development	Transit projects can provide jobs and increase economic opportunities, but not with gentrification and displacement	Stewardship Regional
Better Multi-Jurisdictional and Cross-Department Coordination	A need for more and stronger partnerships and information-sharing with different agencies and within Metro across departments	Stewardship Mobility Experience Community Regional

Conclusion

Throughout the development of the Measure M Five Year Comprehensive Assessment and Equity Report, the outreach efforts have revealed much about the lived experience of Metro riders. The observations, critiques and recommendations garnered from devoted advocates, Advisory Committee members and community members portray the impact Metro's programs and projects have on Los Angeles communities. This qualitative record of input provides continuity between the 2017 Quality of Life Report and the Measure M Five Year Comprehensive Assessment and Equity Report.

Appendix E

Measure M Economic and Employment Impact

Economic Impact of Metro Measure M Construction Projects (FY 2018-2022)						
	2018	2019	2020	2021	2022	Total (FY 2018 through 2022)
Total Project Spending ⁽¹⁾						
Measure M Construction Expenditures Including MSP(\$000,000)	12.72	149.53	339.05	325.32	309.65	1,136.28
Employment (Jobs) ⁽²⁾	204	2,299	4,878	4,229	3,819	15,428
Direct	114	1,297	2,832	2,581	2,327	9,152
Indirect	44	492	1,021	853	769	3,179
Induced	46	509	1,025	794	723	3,097

(1) Project spending includes direct Metro construction spending as well as the amounts paid to Multi-Year Subregional Program. Right of Way (ROW) acquisition costs have been excluded.

(2) Job impacts are estimated using REMI TranSight software. It is the leading software solution for evaluating the total economic effects of transportation policy and is used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG).

** All values are expressed in year of expenditure dollars.*

Employment Impact of Metro Measure M Construction Projects (FY 2018-2022)*

Industries	Units	Year					Total
		2018	2019	2020	2021	2022	
Natural Resources	Jobs	0	4	7	5	4	21
Construction	Jobs	114	1,297	2,832	2,581	2,327	9,152
Manufacturing	Jobs	6	65	130	98	76	375
Retail and Wholesale	Jobs	21	234	483	398	360	1,496
Transportation and Public Utilities	Jobs	5	60	122	95	82	364
Finance, Insurance & Real Estate	Jobs	9	98	185	123	103	518
Services	Jobs	43	476	957	739	670	2,885
Government	Jobs	6	65	161	189	196	617
Total	Jobs	204	2,299	4,878	4,229	3,819	15,428

** Job impacts are estimated using REMI TranSight software. It is the leading software solution for evaluating the total economic effects of transportation policy and is used by various other large transportation agencies in the nation as well as the Southern California Association of Governments (SCAG).*

Appendix F

Measure M Project Expenditures FY18-22 by Funding Source

Measure M Project Expenditures FY 18-22 by Funding Source

Airport Metro Connector 96th St. Station - Green Line Ext LAX					
EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	16.7	47.2	39.4	11.5	148.1
SOURCES (\$000,000)					
FEDERAL	12.2	18.1	6.6	-	-
MEASURE M	2.5	-	40.1	11.5	86.6
OTHER LOCAL	2.0	29.1	(7.4)	0.0	0.0
STATE	-	-	-	-	61.4
TOTAL SOURCES	16.7	47.2	39.4	11.5	148.1

BRT Connector Orange/Red Line to Gold Line					
EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	0.4	3.4	3.3	2.7	2.3
SOURCES (\$000,000)					
MEASURE M	0.4	3.4	3.3	2.7	2.3
TOTAL SOURCES	0.4	3.4	3.3	2.7	2.3

Complete LA River Bikepath (San Fernando)					
EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	-	-	-	0.1
SOURCES (\$000,000)					
MEASURE M	-	-	-	-	0.1
TOTAL SOURCES	-	-	-	-	0.1

Crenshaw Northern Extension					
EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	0.7	0.1	0.1	2.4	9.4
SOURCES (\$000,000)					
MEASURE M	-	-	-	2.3	9.3
OTHER LOCAL	0.7	0.1	0.1	0.1	0.0
TOTAL SOURCES	0.7	0.1	0.1	2.4	9.4

East SF Valley Transit Corridor Project					
EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	-	24.9	26.2	10.4
SOURCES (\$000,000)					
FEDERAL	-	-	1.0	-	-
OTHER LOCAL	-	-	14.0	9.2	10.4
STATE	-	-	10.0	17.0	-
TOTAL SOURCES	-	-	24.9	26.2	10.4

Gold Line Eastside Extension (One Alignment)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	1.0	23.9	11.6	2.7	0.1
SOURCES (\$000,000)					
OTHER LOCAL	1.0	23.9	11.6	2.7	0.1
TOTAL SOURCES	1.0	23.9	11.6	2.7	0.1

Gold Line Foothill Extension to Claremont

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	15.8	37.7	138.7	212.9	212.3
SOURCES (\$000,000)					
MEASURE M	-	-	41.7	159.0	152.4
OTHER LOCAL	15.8	37.7	43.0	-	6.0
STATE	-	-	53.9	53.9	53.9
TOTAL SOURCES	15.8	37.7	138.7	212.9	212.3

Green Line Extension to Crenshaw Blvd in Torrance

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	8.0	2.1	7.4	5.7
SOURCES (\$000,000)					
OTHER LOCAL	-	8.0	0.7	5.4	3.2
STATE	-	-	1.4	2.0	2.5
TOTAL SOURCES	-	8.0	2.1	7.4	5.7

High Desert Multi-Purpose Corridor (HDMC) - North County

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	0.0	(0.5)	0.0	0.0	0.4
SOURCES (\$000,000)					
OTHER LOCAL	0.0	(0.5)	0.0	0.0	0.4
TOTAL SOURCES	0.0	(0.5)	0.0	0.0	0.4

I-105 Express Lane from I-405 to I-605

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	0.0	1.7	2.0	13.2
SOURCES (\$000,000)					
MEASURE M	-	0.0	1.7	2.0	13.2
TOTAL SOURCES	-	0.0	1.7	2.0	13.2

I-5 N Cap. Enhancements (SR-14 to Lake Hughes Rd)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	32.0	20.7	13.2	47.4
SOURCES (\$000,000)					
FEDERAL	-	-	-	13.2	27.1
MEASURE M	-	-	18.4	-	20.3
OTHER LOCAL	-	32.0	2.3	-	-
TOTAL SOURCES	-	32.0	20.7	13.2	47.4

I-710 South Corridor Project (Ph 1)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	0.3	29.6	50.2	52.5	46.7
SOURCES (\$000,000)					
FEDERAL	-	1.4	-	0.5	1.2
OTHER LOCAL	0.3	21.3	50.2	52.0	45.5
STATE	-	6.9	-	-	-
TOTAL SOURCES	0.3	29.6	50.2	52.5	46.7

LA River Waterway & System Bikepath (Central Cities)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	0.2	3.1	2.6	5.7	6.1
SOURCES (\$000,000)					
MEASURE M	0.2	2.9	1.3	0.7	0.1
OTHER LOCAL	-	0.2	1.4	5.0	6.0
TOTAL SOURCES	0.2	3.1	2.6	5.7	6.1

Orange Line BRT Improvements

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	2.3	5.4	5.7	10.2	7.4
SOURCES (\$000,000)					
MEASURE M	2.2	5.4	5.7	10.2	7.4
OTHER LOCAL	0.1	-	-	-	-
TOTAL SOURCES	2.3	5.4	5.7	10.2	7.4

Sepulveda Pass Transit Corridor (Ph 1)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	0.1	0.9	1.9	5.1
SOURCES (\$000,000)					
MEASURE M	-	0.1	0.9	1.9	5.1
TOTAL SOURCES	-	0.1	0.9	1.9	5.1

Sepulveda Pass Transit Corridor (Ph 2)

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	2.6	7.3	5.8	3.7	2.2
SOURCES (\$000,000)					
MEASURE M	1.9	0.7	4.1	3.6	2.2
OTHER LOCAL	0.7	5.3	1.7	0.1	0.0
STATE	-	1.3	-	-	-
TOTAL SOURCES	2.6	7.3	5.8	3.7	2.2

SR-57/SR-60 Interchange Improvements

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	4.3	19.4	33.8	31.7
SOURCES (\$000,000)					
MEASURE M	-	4.3	19.4	33.8	3.7
STATE	-	-	-	-	28.0
TOTAL SOURCES	-	4.3	19.4	33.8	31.7

SR-71 Gap from I-10 to Rio Rancho Rd.

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	4.1	18.1	9.5	5.1	38.0
SOURCES (\$000,000)					
FEDERAL	2.0	13.9	7.1	5.1	4.1
MEASURE M	-	-	-	-	32.4
STATE	2.1	4.3	2.4	-	1.5
TOTAL SOURCES	4.1	18.1	9.5	5.1	38.0

Vermont Transit Corridor

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	1.8	0.6	0.4	1.4
SOURCES (\$000,000)					
MEASURE M	-	1.8	0.6	0.4	1.4
TOTAL SOURCES	-	1.8	0.6	0.4	1.4

West Santa Ana Transit Corridor LRT

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	-	0.1	11.7	20.6	36.3
SOURCES (\$000,000)					
FEDERAL	-	-	2.0	-	-
OTHER LOCAL	-	0.1	1.8	16.4	36.3
STATE	-	-	7.9	4.2	-
TOTAL SOURCES	-	0.1	11.7	20.6	36.3

Westside Purple Line Extension Section 3

EXPENDED (\$000,000)	2018	2019	2020	2021	2022
TOTAL EXPENDED	19.4	143.4	401.0	296.0	283.1
SOURCES (\$000,000)					
FEDERAL	0.1	21.8	171.3	117.7	179.7
MEASURE M	11.1	89.4	229.7	178.3	103.4
OTHER LOCAL	8.2	32.2	-	-	-
TOTAL SOURCES	19.4	143.4	401.0	296.0	283.1

Measure M Independent Taxpayer Oversight Committee
Findings and/or Recommendations for Improvement of the Measure M Program

No.	Program Area	Background/Finding	MMITOC Member Recommendation	Staff Recommended Action
1.	Operations and Maintenance	<p>The MTA is excellent at disbursing Operations and Maintenance (O&M) funds to the County's municipal transit operators. However, it does not provide metrics that municipal operators are to meet, nor should it. However, neither does it track those resulting efficiency and effectiveness measures from those services. Nor does it track how MTA operations are performing relative to its peers in other US cities.</p> <p>The data on efficiency and effectiveness is required to be reported annually by each operating agency to the Federal Transit Administration and is accessed through the National Transit Database. Therefore, this recommendation can be accomplished at no additional cost. However, it is not easy for an individual taxpayer to extract this information.</p>	<p>Recommends that the MTA establish as part of the MTA's objective to foster accountability and transparency a readily accessed and sustained "dashboard" showing the National Transit Database efficiency and effectiveness indicators for each transit operator that receives MTA O&M funds.</p>	<p>Work with MMITOC to identify feasible and transparent reporting of operations and maintenance funds for Measure M subrecipients / municipal transit providers.</p>

No.	Program Area	Background/Finding	MMITOC Member Recommendation	Staff Recommended Action
2.	Operations and Maintenance	Estimates of the projected O&M costs of proposed Measure M funded rail projects are done as part of the environmental clearance process but are then never updated until close to project opening. This may not give the MTA enough lead time to understand the impact of a new rail operation on its future budgets.	Recommends that yearly realistic and updated estimates of O&M expenditures be provided to its budgeting department for any Measure M funded rail line expected to open within five years.	While Metro currently tracks yearly O&M expenditures for future transit projects, this recommendation is also addressed in Five-Year Assessment Recommendation: "Track sufficiency of Measure M operating and maintenance (O&M) set-aside investments to serve newly built capital assets and projects, including forecasted O&M budgets for various project types (e.g. rail, bus, stations) that incorporate known customer experience needs (e.g. safety, cleanliness, wayfinding, technology, language translation)." [p. 114] Set-aside investments in this recommendation refer to the 20% Transit Operations Measure M Program.

No.	Program Area	Background/Finding	MMITOC Member Recommendation	Staff Recommended Action
3.	Operations and Maintenance	<p>The Measure M Expenditure Plan has no line item for any improvements at this location. Proposition A or C or Measure R funds could also be used to fund these improvements, so this may not be solely a Measure M issue. But it should be incorporated in one of the four expenditure plans or shared by all four. The issue is this:</p> <p>There are four locations on the Metro rail network where two lines merge: Wilshire and Vermont Avenues (Red and Purple Lines), 2nd Street and Alameda Avenue (Gold and Blue Lines), Aviation and Imperial Avenues (Green and Crenshaw Lines), and Washington and Flower Avenue (Blue and Gold Lines). The first junction is ideal, a grade-separated flying junction as it should be. The next two junctions are grade-separated from street traffic, but trains cross over each other's tracks. This is an acceptable compromise between cost and operational efficiency; no improvements are needed. The junction at Washington and Flower Avenues, however, definitely needs to be improved. Here the Gold (Expo) Line merges with the Blue Line at-grade at the same level as street traffic. Soon the gold line will have to increase its capacity to serve transferring Crenshaw Line (and Airport-related) riders and in the future the Blue Line may have to increase capacity to handle traffic from the Santa Ana Corridor Rail Line. The Washington and Flower improvements can be inexpensive and helpful, for example eliminating vehicular left turns across rail tracks and other, more controversial traffic engineering improvements. (At this critical juncture, all rail movements should already have absolute priority, but do not.) It may require limited grade-separation of a rail track or traffic movement. Improvements probably precludes the full grade-separation of the junction given the (now) high cost of full grade-separation at this location.</p>	<p>Recommends that the MTA: a) undertake a serious analysis of the full range improvement options at the southern junction of the Gold and Blue Lines at Washington and Flower Avenues, and b) program the expenditures necessary to implement the selected improvements using either Measure M funds or other appropriate MTA sales tax funds.</p>	<p>Conduct analysis to determine feasible improvements at noted locations, eligible to be funded by Measure M funds without duplicating regional schedule investment efforts.</p>

No.	Program Area	Background/Finding	MMITOC Member Recommendation	Staff Recommended Action
4.	Highway, Active Transportation, Complete Streets (Capital)	Complete Streets is a concept that is contained in the Ordinance, yet there is no measurement of how Metro is doing in terms of meeting the requirements to expend funds in compliance with this concept. The 5-Year Assessment does not provide any guide along these lines and should.	[N/A]	Addressed in Five-Year Assessment Recommendation: "Implement a new quality of life scorecard that tracks pass-through funding to local jurisdictions and how that funding is invested in locally-controlled infrastructure and programs, such as street safety, bus shelters and heat resilience strategies." [p. 116]
5.	Active Transportation	At present, Active Transportation Funds can only be used for capital improvements, i.e., new construction. This means that nothing can be done to improve any existing bikeways, some of which are heavily used. The word "bikeway" means a biking facility that is not part of a street used by vehicles. The repaving of an existing street can use Measure M funds, but repaving of an existing bikeway cannot. Safety improvements to an existing street can use Measure M funds, but safety improvements to an existing bikeway cannot. An existing street or freeway can be widened with Measure M funds, but widening of an existing bikeway cannot.	Recommends that the MTA allow Active Transportation funds to be used for repaving, safety enhancements, and widening of an existing bikeway. A potential project must still go through the same MTA approval process used for bikeway capital improvement projects.	Identify limitations to Measure M Active Transportation funds and determine eligible investment expenditures for existing bikeway maintenance and safety improvement.

Measure M Five Year Comprehensive Assessment and Equity Report Board Approved Objectives and Criteria (FY18-22)

The intent of the **Measure M Five Year Comprehensive Assessment and Equity Report** is to evaluate the performance and impact of the overall Measure M program and support the successful delivery of Measure M projects and programs. Key among the steps towards the completion of the Assessment was the development of objectives and criteria that measure Metro's implementation of the Plan in the initial five years (FY18 – FY22).

In addition, as stipulated in the Measure M Guidelines, staff is currently developing the Short Range Transportation Plan (SRTP) and plans to align Board adoption of both reports to ensure that the results of the Assessment are reflected within the SRTP financial forecast.

Key Assessment Objectives

- Assess Metro's performance on the efficiency and effectiveness in delivering Measure M projects and programs
- Identify and evaluate any potential barriers in the delivery of the Expenditure Plan
- Identify and evaluate opportunities for process improvement
- Identify and evaluate best practices to be used going forward
- Identify and evaluate any organizational changes needed to improve coordination

Assessment Areas and Related Performance Criteria

1. Financial Analysis

- Accounting of revenues and expenditures (Fiscal Year 2018-22)
- Whether initial funding assumptions have been achieved, and by what ratio
- Whether funding sources to accomplish the Expenditure Plan have been adequate, by what ratio, and reasoning behind any differences

2. Project Delivery

- Identification of potential risks on project deliveries that may need to be addressed in the Expenditure Plan
- Identification of progress (as of June 30, 2022) of project scope, cost, and schedule related to original projections
- Qualitative evaluation of effectiveness in developing and implementing the projects and programs included in Measure M, based on the above criteria

3. Program Management

- Description of Metro's approach to program management over the past 5-year period
- Whether program progress reporting has been adequate, such as frequency of reporting and topics covered in reporting
- Whether change order reporting has been adequate, such as ratios of different types of change orders, reasons behind change orders, and efforts

- being done to minimize change orders
- Whether staffing/resources have been adequate, in terms of anticipated versus actual workforce utilized on projects, and for both internal and external staff
- Whether the Quality Assurance Program is effective in ensuring the quality expected, and whether it measures up the other agency processes of a similar nature

4. Compliance

- Demonstration of Metro's and subrecipients compliance with the Ordinance

5. Transparency/Accountability/Equity

- Whether reporting to MMITOC has been adequate
- Description of the purpose, functionality, and usefulness of the MMITOC in meeting requirements of the Ordinance
- Whether reporting to Metro Board on MM has been adequate through reports including all items required in the Ordinance
- Whether Public Information has been available with expected regularity and detail, such as posting of agendas, public hearings, annual audit reports, dedicated website
- Whether equity and inclusion objectives have been aligned with other Metro endeavors, such as geographic distribution of services related to EFCs



Measure M Five Year Comprehensive Assessment and Equity Report

Finance, Budget & Audit Committee - October 18, 2023

Naomi Iwasaki, Equity and Race



Metro

Report Overview

- Interim “lookback” on Measure M progress
- Financial analysis, implementation updates and impacts on people
- Recommendations aligned with Board-approved assessment objectives

KEY OBSERVATIONS

Each page also includes key observations with an assessment of how well that item is going.

More of This

Program, project or progress deemed successful and Metro should continue implementation strategies

Checking In

Program, project or process is new or still underway and worth revisiting in future assessments

Adapting

Program, project or progress should adapt or continue adapting to forces affecting anticipated outcomes

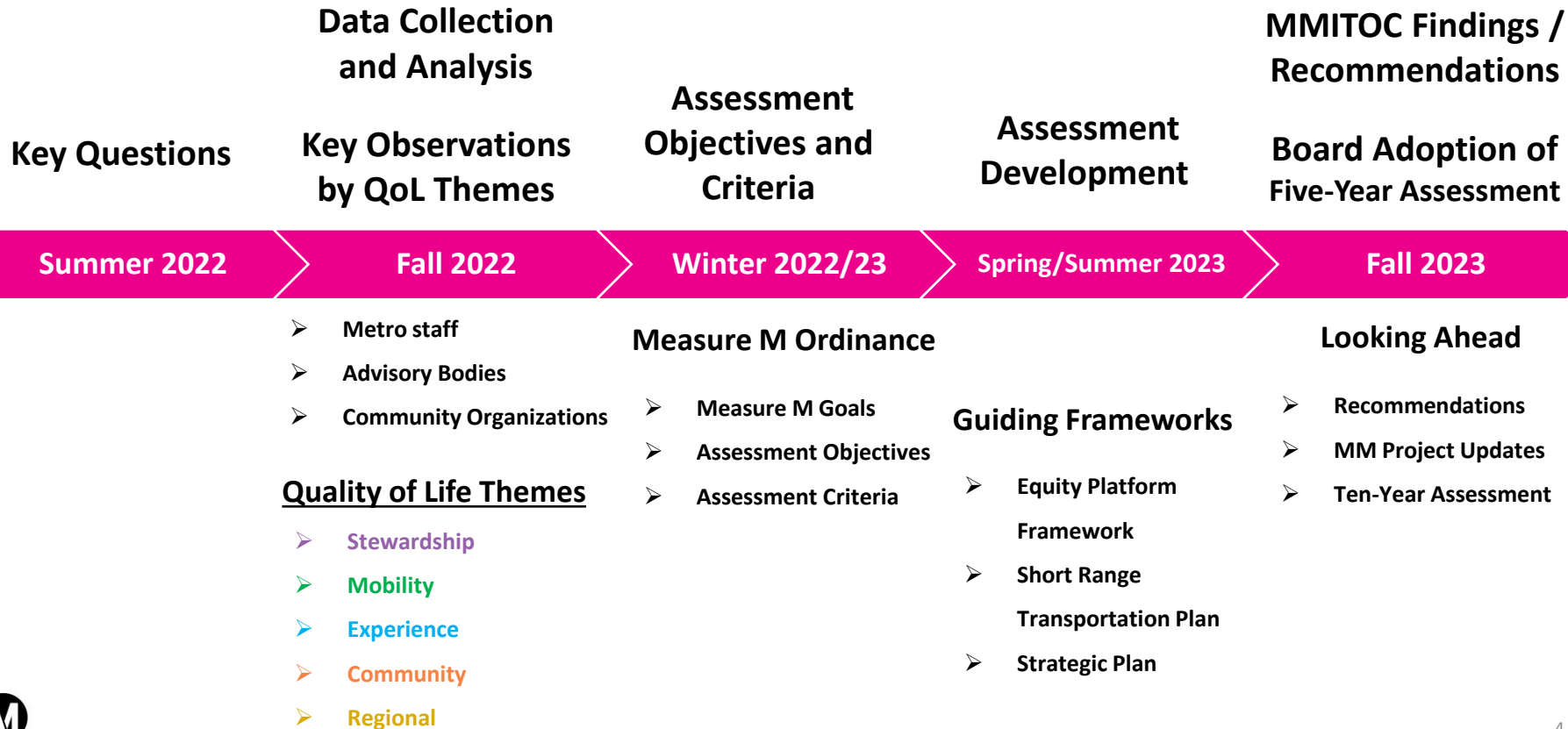


Board Approved Assessment Objectives

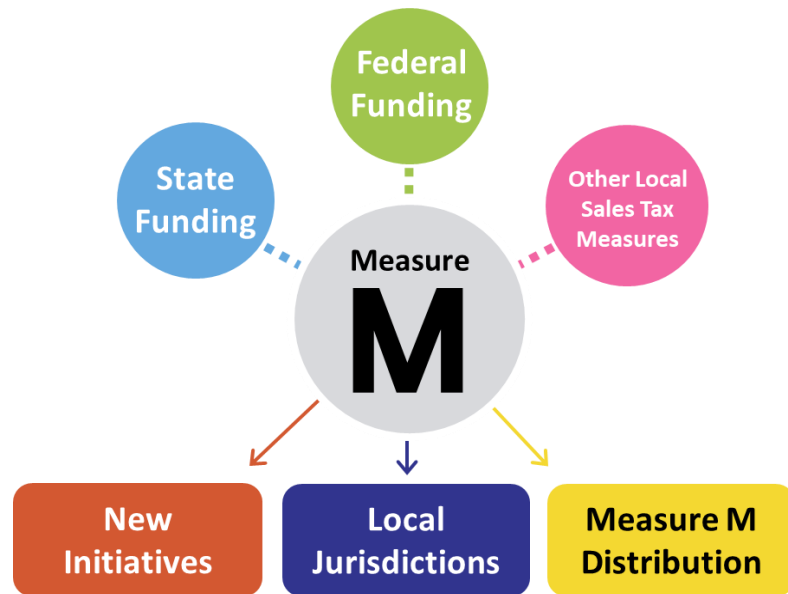
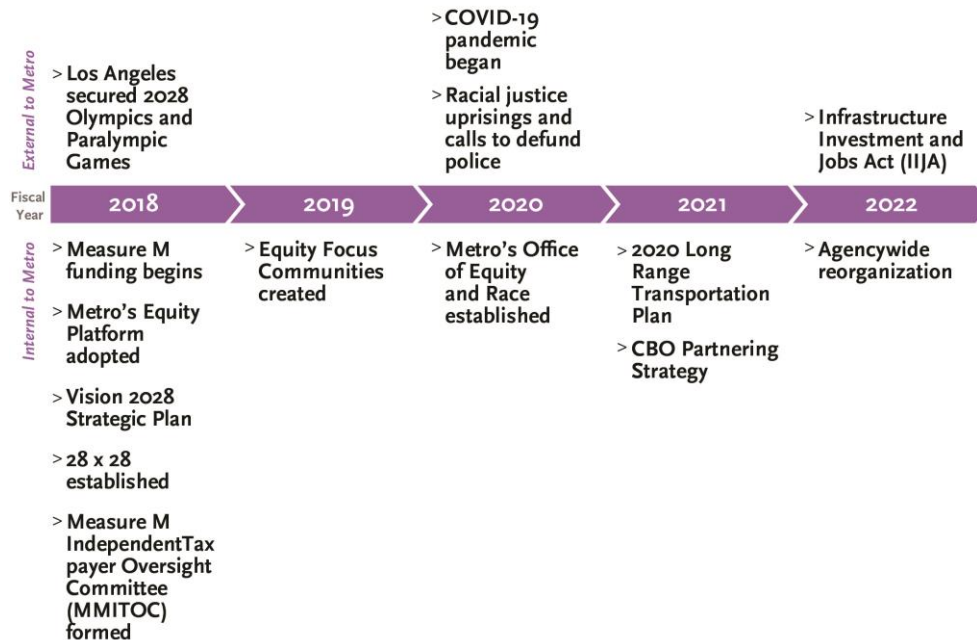
- Assess Metro's performance on the **efficiency and effectiveness** in delivering Measure M projects and programs
- Identify and evaluate any **potential barriers** in the delivery of the Expenditure Plan
- Identify and evaluate opportunities for **process improvement**
- Identify and evaluate **best practices** to be used going forward
- Identify and evaluate any **organizational changes** needed to improve coordination



Assessment Process



Measure M Conditions

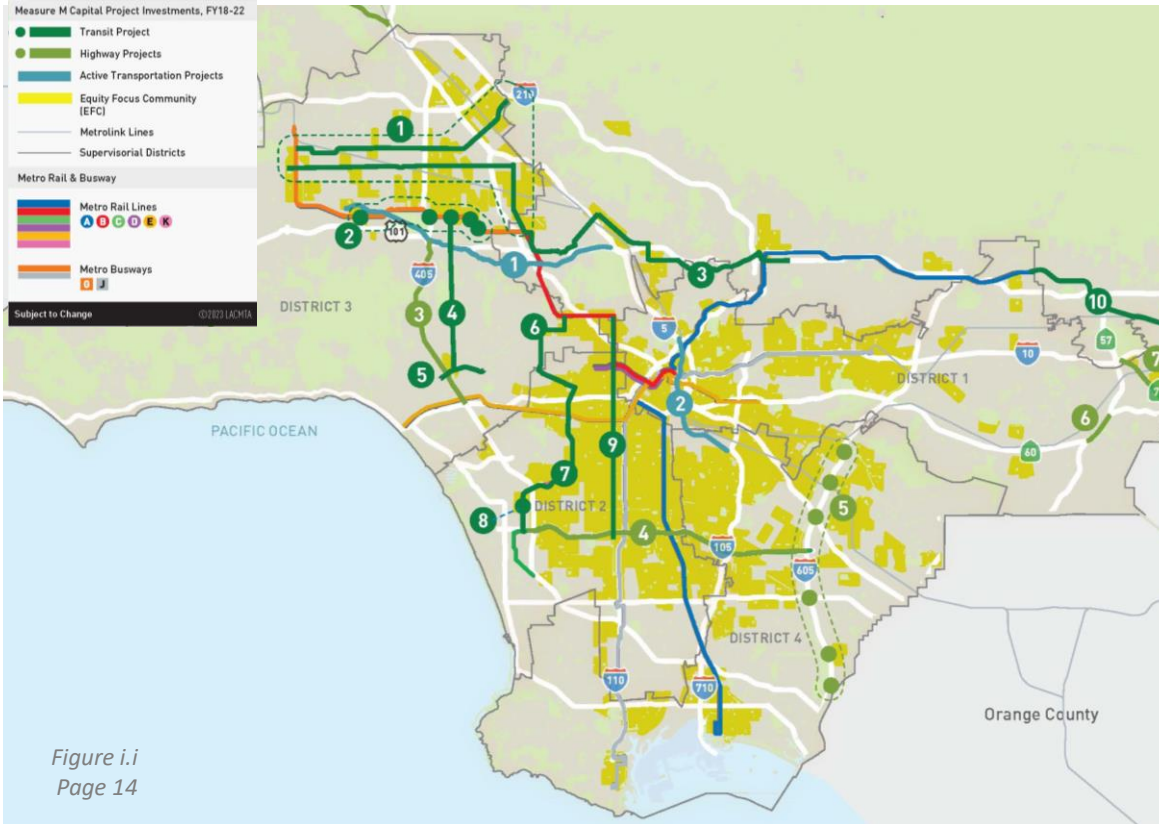


Illustrative figure; modified from Assessment
Figure 1.2, Page 25



Measure M Investments and EFCs

Measure M Capital Project Investments FY 18-22



- MM Transit Projects are located in close proximity at higher rates to lower income residents
- MM Transit and AT Projects are located in close proximity at higher rates to lower wage jobs
- Need to translate proximity to access and impacts

Figure i.i
Page 14

Figure 5.6
Page 111

Measure M Project Cost Growth in 5-year Period

Under Construction

	Percentage Change
Airport Metro Connector 96th St. Station - Green Line Ext LAX	43%
Westside Purple Line Extension Section 3	22%
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd)	(18%)
Gold Line Foothill Extension to Claremont (2B)	28%
SR-71 Gap from I-10 to Rio Rancho ²	48%

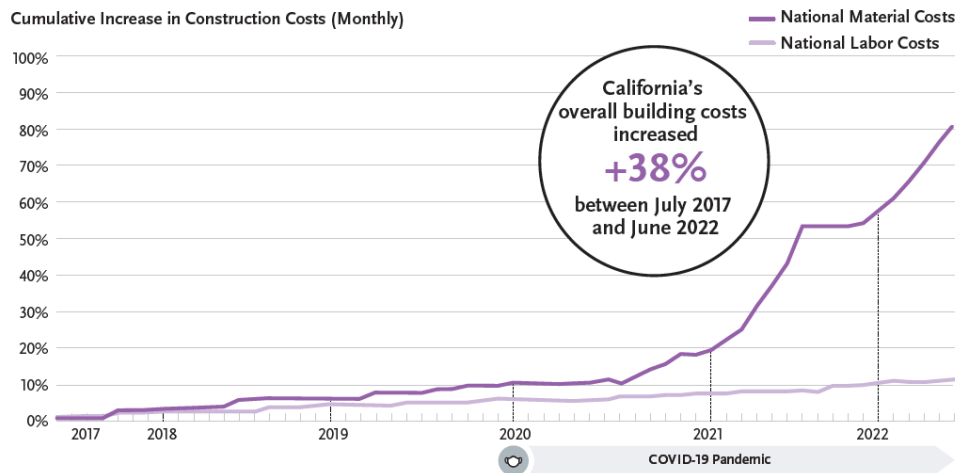
Updates as of end of FY 2022; subject to further adjustments.



Project cost increases have primarily been driven by material and labor escalation, scope growth, and new contingency forecast methodology that aligns with FTA guidelines.

National Construction Cost Increases

Cumulative Increase in Construction Costs (Monthly)



Alternative Project Delivery methods bring early collaboration and adaptable project implementation; anticipated to reduce change orders and future LOP budget impacts

Early Intervention Team engages the full agency in early discussions to address project risks and cost drivers

Recap of Report Assessment & Recommendations



Objective Category

Assessment Summary

Recommendation Summary



Potential Barriers

Project delivery risks arise during environmental phase or due to staffing challenges and result in project cost increase

Continue to: prioritize hiring/retention, reassess project baselines, and assess effectiveness of capital program cost control strategies



Process Improvements

Interim assessment highlights need for internal and external collaboration improvements, building on work of Early Intervention Team

Coordination, documentation and partnerships to reduce schedule and cost risks; document community engagement influence on projects



Best Practices

Metro has existing best practices and has embarked on newer strategies in response to changing conditions and disruptions

Metro should expand on data measurement and transparency efforts, continue to identify ways to improve third party coordination to reduce schedule and cost risk



Organizational Changes

Metro has worked to strengthen its core asset: people (labor, staff, partners)

Increase focus on data sharing, shared performance indicators and interdepartmental efforts to meet regional targets



Recap of MMITOC Findings & Recommendations

Program Area	Background/Finding Summary	MMITOC Member Recommendation Summary	Staff Recommended Action Summary
Operations and Maintenance	<ol style="list-style-type: none"> 1. O&M funds for municipal transit providers are not provided metrics or tracked 2. O&M costs are done in environmental clearance process but not updated 3. Junctions at specific locations need to be improved but Measure M does not have line items for these 	<ol style="list-style-type: none"> 1. Establish a dashboard with efficiency and effectiveness indicators for each provider 2. Recommends yearly realistic and updated O&M expenditures be provided to budgeting for MM projects expected to open within 5 years 3. Recommends analysis of improvement options at these locations and program the necessary expenditures 	<ol style="list-style-type: none"> 1. Work with MMITOC to establish transparent reporting of O&M funds for municipal providers 2. Addressed in report recommendations, p. 114 3. Conduct analysis to determine feasible improvements and funding eligibility
Highway, Active Transportation, Complete Streets	Complete Streets not measured in this report.	N/A	Addressed in report recommendations, p.116
Active Transportation	At present, Active Transportation Funds can only be used for capital improvements, i.e., new construction, not improvements to any existing bikeways	Recommends allowance of Active Transportation funds to be used for repaving, safety enhancements, and widening of an existing bikeway	Identify limitations to Measure M Active Transportation funds and determine eligible investment expenditures to address this

Thank You!



Board Report

File #: 2023-0394, File Type: Contract

Agenda Number: 1.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT PLANNING BENCH

ACTION: AWARD BENCH CONTRACTS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

A. AWARD 26 bench Contracts, Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for professional services with the contractors recommended below for a three-year base period in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a not-to-exceed cumulative total funding amount of \$50 million, subject to resolution of any properly submitted protest(s) if any:

1. Discipline 1 - Transportation Planning:

- 1.1. AECOM Technical Services, Inc.
- 1.2. Cambridge Systematics, Inc.
- 1.3. CR Associates (SBE)
- 1.4. HNTB Corporation
- 1.5. Jacobs Engineering Group, Inc.
- 1.6. Kimley-Horn & Associates, Inc.
- 1.7. Michael Baker International
- 1.8. Mott MacDonald Group, LLC
- 1.9. Parsons Transportation Group Inc.
- 1.10. Steer Davies & Gleaves, Inc.
- 1.11. STV Incorporated
- 1.12. TransLink Consulting, LLC (SBE and DBE)
- 1.13. WSP USA

2. Discipline 2 - Environmental Planning:

- 2.1 Jacobs Engineering Group, Inc.
- 2.2 HNTB Corporation
- 2.3 Impact Sciences, Inc. (SBE and DBE)
- 2.4 Kimley-Horn & Associates, Inc.

- 2.5 Michael Baker International
- 2.6 Parsons Transportation Group Inc.
- 2.7 STV Incorporated
- 2.8 Terry A. Hayes Associates, Inc. (SBE and DBE)

3. Discipline 3 - Economic & Financial Analysis:

- 3.1 AECOM Technical Services, Inc.
- 3.2 Cambridge Systematics, Inc.
- 3.3 ECONorthwest
- 3.4 Ernst & Young Infrastructure Advisors, LLC
- 3.5 Morgner Construction Management (SBE and DBE)

4. Discipline 4 - Sustainability/Active Transportation:

- 4.1 Alta Planning + Design, Inc.
- 4.2 CR Associates (SBE)
- 4.3 Michael Baker International
- 4.4 Toole Design Group Engineering, Inc.

5. Discipline 5 - Demand Modeling & Geographic:

- 5.1 AECOM Technical Services, Inc.
- 5.2 Parsons Transportation Group Inc.
- 5.3 Resource System Group, Inc.
- 5.4 WSP USA

6. Discipline 6 - Research & Surveying:

- 6.1 Resource System Group, Inc.

7. Discipline 7 - Parking Management:

- 7.1 Walker Consultants, Inc.

8. Discipline 8 - Community Design & Land Use:

- 8.1 Anil Verma Associates, Inc. (SBE and DBE)
- 8.2 Gensler
- 8.3 Gruen Associates
- 8.4 Raimi & Associates, Inc. (SBE)

ISSUE

Metro's Countywide Planning and Development (CPD) department requires a bench contract for professional services with eight disciplines: transportation planning, environmental planning,

economic and financial analysis, sustainability/active transportation, demand modeling and geographic information system (GIS), research and surveying, parking management, and community design and land use.

A list of the qualified contractors for each discipline is shown in Attachment A-1. Depending on the scope of services, the project manager will decide which discipline is to be used. A task order will be awarded to a contractor in a specific discipline after a competitive procurement process.

BACKGROUND

Over the past four years, CPD's needs have evolved with some disciplines determined to be no longer needed and some covered in other bench contracts. In addition, one new discipline, parking management, has been identified due to Measure M, and scopes of services have been expanded in other functional units. Disciplines included in the existing Bench were evaluated and updated to reflect the evolving needs of the department.

The CPD Bench has been widely used by project managers within CPD and other departments throughout Metro to expedite different technical studies. Many of the projects and studies listed in the Bench contract categories, once identified, must be initiated and completed in a relatively short period. The CPD Bench will allow task orders to be awarded more efficiently since the initial qualification reviews have been completed.

DISCUSSION

The current CPD Bench has been utilized over the past four years and has proven to be a very successful method in reducing staff resources expended on the procurement of service contracts and allowing for projects to be completed more efficiently. The authorized funding amount under the current Bench, which expires December 2023, is \$30 million with 10 disciplines. Since the Bench was established in 2018, 36 task orders to 50 firms have been awarded totaling \$18.5 million. Although the Bench was impacted by the CEO's request to suspend and slow down any contracted work during the COVID-19 pandemic, staff continued to utilize the bench efficiencies, although at a slower pace. In comparison, the 2013 bench had 51 task orders to 143 firms in 17 disciplines totaling \$29.2 million.

Staff recommends the total funding value of \$50 million for this new CPD Bench in anticipation of increasing costs and higher demand for technical consultant services in the next five years. However, there may be unforeseen requirements for other project changes or schedule acceleration which may exceed existing assumptions and exhaust the approved total contract value before the end of the contract period. Under these circumstances, if needed, staff will return to the Board to request an increase in contract funding.

DETERMINATION OF SAFETY IMPACT

The approval of this Bench will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Award of the CPD Bench would have no impact on the existing FY24 budget. Funding for FY24 has been included in the CPD budget for numerous cost centers and projects. Each task order awarded to a contractor will be funded with the source of funds identified for that project. Since this is a multi-year contract, the cost center manager and Chief Planning Officer will be responsible for budgeting costs in future years, including any options exercised.

Impact to Budget

The funding for these task orders is dependent upon the specific project. Generally, Propositions A and C, Measure M and the Transportation Development Act (TDA) Administration funds used for planning activities that are not eligible for bus or rail capital and operating will be used.

EQUITY PLATFORM

CPD projects are designed and implemented with the requirement for community engagement to ensure that consideration and service to Equity-Focus Communities are included. All projects utilizing the CPD Bench have been evaluated through the Metro Budget Equity Assessment Tool and Equity Focus Community Budget Assessment during Metro's annual budget process. Furthermore, the Diversity and Economic Opportunity department in Vendor Contract Management included requirements for Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE) and Disadvantaged Business Enterprise (DBE) firms to propose as primes and for proposers to include on their teams as part of their submittal. Seven (7) of the twenty-six recommended bench participants are certified firms.

Metro CPD project managers work collaboratively with local communities to understand equity issues before implementing projects as part of its process to work with local stakeholders to support better transit opportunities or mitigate any issues raised for any impacted groups. If approved, statements of work solicited for these bench contracts would incorporate equity assessment considerations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Vision 2028 Strategic Plan goal # 5.2. Metro will exercise good public policy judgment and sound fiscal stewardship. The expertise required for Metro projects will be conducted by qualified firms.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as the award of these task orders would then be pursued as separate procurements which, for each task order, could potentially take months to complete. This would limit our ability to respond quickly to needs and to meet tight project delivery schedule constraints. Additionally, extending the existing Bench is also not recommended as this Bench was created five years ago. The approval of this Bench contract will create new contracting opportunities. The Board could also elect not to approve the CEO's authority to award individual task orders. This is not recommended as our experience has

shown that the cost of professional service contracts is higher than five years ago.

NEXT STEPS

Upon Board approval, staff will establish and execute the Bench contracts. As needed, staff will solicit responses to individual task orders from specific disciplines. The applicable SBE, DVBE, and/or DBE goal requirements will be set for each task order.

ATTACHMENTS

Attachment A - Procurement Summary

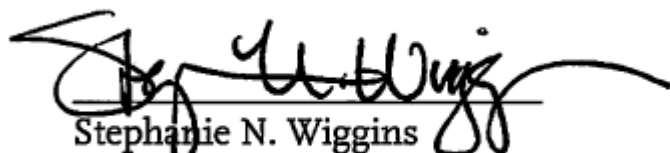
Attachment B - DEOD Summary

Prepared by: Linnea Berg, Director, Finance & Administrative Management Services, (213) 922-2815

Philip Tong, Deputy Executive Officer, (213) 314-8056

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

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH/PS95050000-PS95050025

1.	Contract Number: PS95050000 through PS95050025	
2.	Recommended Vendor: Various (see Attachment A-1)	
3.	Type of Procurement (check one): <input 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 <input checked="" type="checkbox"/> RFIQ	
4.	Procurement Dates:	
	A. Issued: February 21, 2023	
	B. Advertised/Publicized: February 21-23, 2023	
	C. Pre-Proposal Conference: March 7, 2023	
	D. Proposals Due: April 12, 2023	
	E. Pre-Qualification Completed: September 13, 2023	
	F. Ethics Declarations Forms Submitted to Ethics: April 12, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 242	Bids/Proposals Received: 73
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Linnea Berg	Telephone Number: (213) 922-2815

A. Procurement Background

This Board Action is to approve the award of bench Contract Nos. PS95050000 through PS95050025, issued in support of the Countywide Planning and Development Department across eight disciplines for a base term of three years and two, one-year options, for a cumulative funding amount not-to-exceed \$50 million. Board approval of these contract awards are subject to resolution of any properly submitted protest(s).

The Bench is intended to assist in the planning and design of multimodal transportation projects and programs including short and long-range planning and programming, regional mobility and connectivity-planning and improvements, active transportation planning, station and facility designs, system integrations, rail and bus-way projects, land use, grants management, joint development, transit oriented communities, transportation demand management, parking, and goods movement. The qualified contractors will provide professional and technical services in the following disciplines: (1) Transportation Planning, (2) Environmental Planning, (3) Economic and Financial Analysis, (4) Sustainability/Active Transportation, (5) Demand Modeling and Geographic Information System, (6) Research and Surveying, (7) Parking Management, and (8) Community Design and Land Use.

Request for Information and Qualifications (RFIQ) No. PS95050 was issued in accordance with Metro's Acquisition Policy and the contract type will be on a task order basis.

Individual task order requests under the Bench Contracts will be issued to all qualified Contractors within a specific discipline and will be competed, and awarded, based upon the specific scope of services. Non-architectural and engineering (A&E) task orders will be awarded to the highest rated proposer with price being a consideration. A&E task orders will be awarded to the highest qualified firm as stipulated by Federal and California regulations governing A&E awards. All task orders awarded will be in compliance with Small Business Enterprise (SBE), Disabled Veteran Business Enterprise (DVBE), and/or Disadvantaged Business Enterprise (DBE) Program requirements.

Three amendments were issued during the solicitation phase of this RFIQ:

- Amendment No. 1, issued on February 24, 2023, revised the Exhibit folders in the RFIQ;
- Amendment No. 2, issued on March 3, 2023, revised the Statement of Qualifications and submittal requirements, and;
- Amendment No. 3, issued on March 10, 2023, revised submittal requirements.

A virtual pre-proposal conference was held on March 7, 2023, and was attended by 189 participants representing 102 companies. During the solicitation phase, 90 questions were asked, and responses were released prior to the proposal due date.

A total of 242 firms downloaded the RFIQ and were included in the planholders list. A total of 73 proposals were received on April 12, 2023 covering the 8 disciplines.

B. Evaluation of Proposals

Proposal Evaluation Teams (PETs) consisting of Metro's Countywide Planning and Development staff were established for each discipline. Each PET conducted an independent, comprehensive technical evaluation of the proposals received for each of the designated disciplines.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|--|-----|
| 1. Firm's Qualifications and Availability | 30% |
| 2. Project Manager and Key Staff's Qualifications and Availability | 50% |
| 3. Effective Scheduling/Cost Management Plan | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar professional services Bench procurements. Several factors were considered when developing these weights, giving the greatest importance to the project manager and key staff's qualifications and availability. The PETs evaluated the proposals according to the pre-established evaluation criteria. PET meetings were held for each discipline throughout the months of April through June 2023.

Firms were allowed to submit a proposal for one or more disciplines. Of the 73 proposals received, 33 proposals were determined to be outside the competitive range and were not included for further consideration. The remaining 40 proposals, submitted by 26 firms, were determined to be within the competitive range and are listed in Attachment A-1. Several firms have been qualified for one or more disciplines. Of the 26 recommended firms, 7 firms are Metro certified Small Business Enterprise (SBE) and 6 are Disadvantaged Business Enterprise (DBE).

Qualifications Summary of Firms within the Competitive Range:

AECOM Technical Services, Inc.

AECOM Technical Services, Inc. (AECOM) was founded in 1990 and is headquartered in Los Angeles, California. AECOM is a multi-national engineering firm that provides design, consulting, construction, and management services to a wide range of clients. AECOM has experience working with similar projects to those identified under the disciplines for which they have qualified. AECOM has worked on several Metro projects and has performed satisfactorily.

Alta Planning + Design, Inc.

Alta Planning + Design was founded in 1996 and is headquartered in Portland, Oregon. Alta Planning + Design is a multi-modal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, greenway, park, and trail corridors and systems. Alta Planning + Design has experience working with similar projects to those identified under the discipline for which they have qualified. Alta Planning + Design has worked on several Metro projects and has performed satisfactorily.

Anil Verma Associates, Inc.

Anil Verma Associates (AVA), Inc. was founded in 1985 and is headquartered in Los Angeles, California. AVA provides architectural and engineering services from development of initial project concepts and budgets to engineering, construction management, and turnover of completed facilities. AVA has experience working with similar projects to those identified under the discipline for which they have qualified. AVA has worked on several Metro projects and has performed satisfactorily. AVA is both SBE and DBE certified.

Cambridge Systematics, Inc.

Cambridge Systematics, Inc. (CS) was founded in 1972 and is headquartered in Cambridge, Massachusetts, with additional offices and staff located nationwide and abroad. CS specializes in transportation with a focus on policy, strategic planning and management; transit; rail planning; economic analysis; and intermodal planning; forecasting; performance-based planning and program management; and data management. CS has experience working with similar projects as identified under the disciplines for which they have qualified. CS has worked on several Metro projects and has performed satisfactorily.

CR Associates

CR Associates was founded in 2012 and is headquartered in San Diego, California. CR Associates is a transportation planning and traffic engineering firm that is both SBE and DBE certified. CR Associates has experience working with similar projects to those identified under the disciplines for which they have qualified. CR Associates has worked on Metro projects and has performed satisfactorily. CR is SBE and DBE certified.

ECONorthwest

ECONorthwest was founded in 1974 and is headquartered in Portland, Oregon. ECONorthwest is an economic consulting firm that provides professional economics, planning, and financial consulting services and expert testimony for a wide variety of private and public sector clients. ECONorthwest has not previously worked on Metro projects.

Ernst & Young Infrastructure Advisors, LLC

Ernst & Young Infrastructure Advisors, LLC (EYIA), founded in 1849 and headquartered in London, United Kingdom, is a multinational professional services firm that provides assurance (including financial audit), tax, consulting and advisory services. EY has worked on Metro projects and has performed satisfactorily.

Gensler

Gensler is a design, architectural and planning firm founded in 1965 and is headquartered in San Francisco, California. Gensler's services include architecture, brand design, cities and urban design, consulting and real estate services, digital experience design, interior design, and sustainability solutions. Gensler has worked on Metro projects and has performed satisfactorily.

Gruen Associates

Gruen Associates (Gruen), located in Los Angeles, California, and established in 1946, provides architectural, interior design, planning, urban design, environmental assessment, landscape architecture, community participation, and transportation services worldwide. Gruen's service expertise includes traffic and transportation, and landscape architecture. Gruen has worked on several Metro projects and has performed satisfactorily.

HNTB Corporation

HNTB is an infrastructure design firm founded in 1914 and is headquartered in Kansas City, Missouri. HNTB provides planning, engineering, environmentally clearing and producing plans, specifications and estimates for highway and bridge structures in Southern California. HNTB has worked on several Metro projects and has performed satisfactorily.

Impact Sciences, Inc.

Impact Sciences was founded in 1988 and is based in Los Angeles, California.

Impact Sciences is an environmental consulting firm that provides services in CEQA/NEPA compliance, and technical studies for projects. Impact Sciences has worked on Metro projects and has performed satisfactorily. Impact Sciences is both SBE and DBE certified.

Jacobs Engineering Group, Inc.

Jacobs Engineering Group, Inc (Jacobs) was founded in 1947 and is headquartered in Dallas, Texas. Jacobs is a professional services firm that provides technical and construction services for a broad range of clients globally, including companies, organizations, and government agencies. Jacobs has worked on several Metro projects and has performed satisfactorily.

Kimley-Horn & Associates, Inc.

Kimley-Horn and Associates, Inc. (Kimley-Horn), incorporated in 1967 and headquartered in Raleigh, North Carolina, is a planning, engineering, and design consulting firm. Kimley-Horn has worked on several Metro projects and has performed satisfactorily.

Michael Baker International

Michael Baker International (Michael Baker) was founded in 1940 and is headquartered in Pittsburgh, Pennsylvania. Michael Baker provides engineering and consulting services, including design, planning, architectural, environmental, construction and program management. Michael Baker has worked on several Metro projects and has performed satisfactorily.

Morgner Construction Management

Morgner Construction Management (Morgner), established in 1992, is based in Sherman Oaks, California. Morgner provides professional and technical services to assist in the planning and design of multimodal transportation projects and programs. Morgner has worked on Metro projects and performed satisfactorily. Morgner is both SBE and DBE certified firm.

Mott MacDonald Group, LLC

Mott MacDonald Group, LLC (Mott MacDonald) provides engineering, management, and development consultant services. The firm was formed in 1989 and is headquartered in the United Kingdom. Mott MacDonald has worked on several Metro projects and has performed satisfactorily.

Parsons Transportation Group Inc.

Parsons Transportation Group Inc. (Parsons) was founded in 1944 and is headquartered in Centreville, Virginia. Parsons provides engineering, construction, management, and maintenance services for infrastructure projects including airports, railroads, highways, and tunnels. Parsons has worked on several Metro projects and has performed satisfactorily.

Raimi & Associates, Inc.

Raimi & Associates, Inc. was founded in 2006 and is based in Berkeley, California.

Raimi & Associates provides consulting services related to planning, policy, urban design and research firm. Raimi & Associates has worked on several Metro projects and has performed satisfactorily. Raimi & Associates is an SBE certified firm.

Resource Systematics Group, Inc.

Resource Systematics Group, Inc. (RSG) was established in 1986 and is based in White River Junction, Vermont. RSG provides modeling and analytics for planning, market strategy, and environmental management. RSG has not previously worked on Metro projects.

Steer Davies & Gleave Inc.

Steer Davies & Gleave Inc (Steer) was founded in 1978 and is headquartered in London, United Kingdom. Steer provides transport consultant services, such as development planning, transport policy and planning, and sustainable transport. Steer has worked on several Metro projects and has performed satisfactorily.

STV Incorporated

STV Incorporated (STV), based in Douglassville, Pennsylvania, was established in 1912 as a multi-disciplinary planning, environmental, engineering, architectural, and construction management firm. STV has worked on several Metro projects and has performed satisfactorily.

Terry A. Hayes Associates, Inc.

Terry A. Hayes Associates, Inc. (TAHA), located in Culver City, California, has been providing urban and environmental planning services to public and private clients since 1984. TAHA has worked on Metro projects and has performed satisfactorily. TAHA is both SBE and DBE certified.

Toole Design Group Engineering, Inc.

Toole Design Group Engineering, Inc. (TDG Engineering) was established in 2003 and is headquartered in Silver Springs, Maryland. TDG Engineering is an engineering firm that provides services related to planning and design. TDG Engineering has not previously worked on Metro projects.

TransLink Consulting, LLC

TransLink Consulting, LLC (TransLink), located in Fullerton, California was founded in 2015. TransLink is a transportation consulting firm specializing in the planning of transit, parking and alternate modes. TransLink is both SBE and DBE certified firm and has worked on Metro projects and has performed satisfactorily.

Walker Consultants, Inc.

Walker Consultants, Inc. (Walker) was founded in 1965 and is headquartered in Indianapolis, Indiana. Walker is a consulting firm that provides services related to forensics, restoration, parking design, and mobility planning. Walker has worked on Metro projects and has performed satisfactorily.

WSP USA

WSP USA (WSP) was founded in 1885 and is based in New York, New York, with additional offices in the United States and internationally. WSP provides engineering and professional services in the areas of building, transportation, and environment sectors. WSP has worked on Metro projects and has performed satisfactorily.

C. Cost/Price Analysis

The RFIQ contained neither price nor a specific scope of services. Each future RFP/task order will contain a specific scope of services which will be competed among the firms within the discipline. The Bench contractors will propose according to the requirements in the task order and a cost/price analysis will be performed, as appropriate, before task orders are awarded.

D. Background on Recommended Contractor

All 26 firms listed above are recommended for award. These firms have been evaluated and are determined to be responsive and responsible to perform work on Metro assignments on an as-needed, task order basis.

DEOD SUMMARY

COUNTYWIDE PLANNING AND DEVELOPMENT BENCH / PS95050000-
PS95050025**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) will determine Disadvantaged Business Enterprise (DBE) or Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) contract-specific participation goals based upon review of each task order prior to issuance for Planning, Architectural, and Engineering Services. Proposers were encouraged to form teams that include DBE, SBE, and DVBE firms to perform the scopes of work identified without schedules or specific dollar commitments prior to establishment of the Planning Bench.

For each task order, DBE or SBE/DVBE goals will be recommended based on scopes of work and estimated dollar value for task orders that are federally and/or state/locally funded. Participants on the Bench will be required to meet the DBE or SBE/DVBE contract-specific goal. The LSBE Preference Program will apply to all task orders with SBE/DVBE goals.

The Countywide Planning and Development Bench is subject to the Small Business Prime Program. If there are at least three certified small businesses within a bench discipline, the task order solicitation shall be set aside for small businesses only. None of the disciplines currently have at least 3 SBE firms.

Discipline 1: Transportation Planning**Prime: AECOM Technical Services, Inc.**

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group	X	X	X	X
2.	CR Associates	X			X
3.	Rheia Consulting	X	X		X
4.	Terry A. Hayes Associates	X	X		X
5.	V & A Inc.	X	X		X
6.	Vicus, LLC	X	X		X

Discipline 1: Transportation Planning (Cont.)

Prime: Cambridge Systematics

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AVS Consulting	X	X		
2.	CR Associates	X			X
3.	Estolano Advisors	X	X		X
4.	Here LA	X	X		X
5.	Impact Sciences	X			X
6.	Intueor Consulting	X			X
7.	JMDiaz	X	X		X
8.	Redwood Resources	X			X
9.	System Metrics Group, Inc.	X			X
10.	Virtek Company	X		X	X

Prime: CR Associates (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates	X			X

Prime: HNTB Corporation

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Conaway Geomatics	X			
2.	CR Associates	X			X
3.	Intueor Consulting	X			X
4.	MA Engineering	X	X	X	X
5.	Ramos Consulting	X			X
6.	Sutra Resource	X			X
7.	System Metrics Group, Inc.	X			X
8.	Vicus LLC	X	X		X

Prime: Jacobs Engineering Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X
2.	Here LA	X	X		X
3.	MA Engineering	X	X		X
4.	TransLink Consulting, LLC	X			X
5.	Monument ROW, Inc.	X			X

Discipline 1: Transportation Planning (Cont.)

Prime: Kimley-Horn & Associates, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Here LA	X	X		X
3.	Kilograph	X			X
4.	Land Econ	X			X
5.	Leland Saylor Associates			X	
6.	MA Engineering	X	X	X	
7.	RAW International, Inc.	X	X	X	
8.	System Metrics Group, Inc.	X		X	
9.	Terry A. Hayes Associates	X	X	X	
10.	TransLink Consulting, LLC	X		X	
11.	Vicus LLC	X	X	X	

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	AYCE, Inc.	X			X
3.	CR Associates	X			X
4.	D'Leon Consulting Engineers	X	X		X
5.	Evan Brooks Associates, Inc.	X			X
6.	FPL and Associates	X			X
7.	Kilograph	X	X		X
8.	LIN Consulting	X	X		X
9.	MA Engineering	X	X	X	X
10.	Pacific Railway Enterprises	X			X
11.	PacRim Engineering	X	X		X
12.	TransLink Consulting, LLC	X			X
13.	Translutions	X			X
14.	Wagner Engineer & Survey	X	X		X
15.	Zephyr Rail	X			X

Prime: Mott MacDonald Group, LLC

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	FPL and Associates	X			X
2.	Paragon Partners Consultants	X			X
3.	Terry A. Hayes Associates	X	X		X
4.	TransLink Consulting, LLC	X			X
5.	Zephyr Rail	X			X

Discipline 1: Transportation Planning (Cont.)

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ABBA Project Management			X	
2.	ADVANTEC Consulting Engineers				X
3.	Arellano Associates, Inc.	X			X
4.	CR Associates	X			X
5.	Intueor Consulting, Inc.	X			X
6.	System Metrics Group, Inc.	X			X
7.	Vicus LLC	X	X		X
8.	Wiltec	X	X		X

Prime: Steer Davies & Gleaves, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Intueor Consulting, Inc.	X			X
2.	CR Associates	X			X
3.	Soar Environmental Consulting	X			
4.	Here LA	X	X		X

Prime: STV Incorporated

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Cityworks Design	X	X		X
2.	Intueor Consulting, Inc.	X			X
3.	Monument ROW, Inc.	X			X

Prime: TransLink Consulting, LLC (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X

Prime: WSP USA

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Here LA	X	X		X
2.	LIN Consulting	X	X		X
3.	Monument ROW, Inc.	X			X
4.	OhanaVets, Inc.			X	
5.	Terry A. Hayes Associates	X	X		X
6.	Vicus LLC	X	X		X
7.	Zephyr Rail	X			X

Discipline 2: Environmental Planning

Prime: HNTB Corporation

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Diaz Yourman & Associates	X			X
2.	DUKE Cultural Resource Management	X			X
3.	Environmental Review Partners	X		X	X
4.	GPA Consulting	X	X		X
5.	Intueor Consulting, Inc.	X			X
6.	Mariposa Community Outreach	X			X
7.	Monument ROW, Inc.	X			X
8.	Sapphos Environmental, Inc.	X	X		X
9.	Tatsumi and Partners, Inc.	X			X
10.	Terry A. Hayes Associates	X	X		X

Prime: Impact Sciences, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Akima Consulting	X	X		X
2.	Bargas	X			X
3.	CR Associates	X			X
4.	Terry A. Hayes Associates	X	X		X

Prime: Jacobs Engineering Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Terry A. Hayes Associates	X	X		X
2.	MA Engineering	X	X		X
3.	TransLink Consulting, LLC	X			X
4.	Monument ROW, Inc.	X			X

Prime: Kimley-Horn & Associates, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	DUKE Cultural Resource Management	X			X
3.	Environmental Review Partners	X		X	X
4.	GPA Consulting	X	X		X
5.	Impact Sciences, Inc.	X			X
6.	Kilograph	X	X		X
7.	Monument ROW, Inc.	X			X
8.	PanGis	X			X
9.	Parikh Consultants	X			X
10.	TransLink Consulting, LLC	X			X

Discipline 2: Environmental Planning (Cont.)

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Cogstone Resource Management	X			X
3.	Endemic Environmental	X			X
4.	Entech	X			X
5.	Environmental Review Partners	X		X	X
6.	Kilograph	X	X		X
7.	Terry A. Hayes Associates	X	X		X
8.	Tierra Data	X			
9.	TransLink Consulting, LLC	X			X
10.	Translutions	X			X

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Bargas	X			X
2.	Converse Consultants	X			X
3.	CR Associates	X			X
4.	DUKE Cultural Resource Management	X			X
5.	Earth Mechanics, Inc.	X			X
6.	Katherine Padilla & Associates	X	X		X
7.	Sapphos Environmental, Inc.	X	X		X
8.	Terry A. Hayes Associates	X	X		X
9.	Watearth, Inc.	X			X
10.	ZMAssociates Environmental Corporation	X			

Prime: STV Incorporated

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Diaz Yourman & Associates	X			X
2.	GPA Consulting	X	X		X
3.	Intueor Consulting, Inc.	X			X
4.	Monument ROW, Inc.	X			X

Prime: Terry A. Hayes Associates, Inc. (SBE/LSBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	EnGEN Corporation			X	
2.	Impact Sciences, Inc.	X			X
3.	Insight Transportation Consulting	X			X
4.	NOVA Services	X		X	
5.	PanGis	X			X
6.	TransLink Consulting, LLC	X			X

Discipline 3: Economic and Financial Analysis

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group LLC	X	X	X	X
2.	Vicus LLC	X	X		X

Prime: Cambridge Systematics

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Economic & Planning Systems	X			
2.	Rheia Consulting LLC	X	X		X
3.	SHA Analytics, LLC	X	X		X
4.	System Metrics Group, Inc.	X			X

Prime: ECONorthwest

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Estolano Advisors	X	X		X
2.	Raimi + Associates, Inc.				X
3.	Vicus LLC	X	X		X

Prime: Ernst & Young Infrastructure Advisors, LLC

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	BAE Urban Economics, Inc.	X			X
2.	System Metrics Group, Inc.	X			X
3.	Ross Infrastructure Development	X			X

Prime: Morgner Construction Management (SBE/LSBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Economic & Planning Systems	X			X
2.	Vicus LLC	X	X		X
3.	The Maxima Group	X	X		X
4.	Community Connections	X	X		X

Discipline 4: Sustainability / Active Transportation

Prime: Alta Planning + Design, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	FPL and Associates	X			X
2.	Sapphos Environmental, Inc.	X	X		X
3.	Cityworks Design	X	X		X
4.	The Robert Group	X	X		X
5.	Estolano Advisors	X	X		X
6.	Monument ROW, Inc.	X			X
7.	The Arroyo Group	X	X		X
8.	System Metrics Group, Inc.	X			X
9.	Calvada Surveying			X	

Prime: CR Associates (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates (Prime)	X			X

Prime: Michael Baker International

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Arellano Associates, Inc.	X			X
2.	Entech Northwest Inc.	X			X
3.	Environmental Review Partners	X		X	X
4.	Evan Brooks Associates, Inc.	X			X
5.	Kilograph	X	X		X
6.	Schweitzer + Associates, Inc.	X			X
7.	Terry A. Hayes Associates	X	X		X
8.	Translutions, Inc.	X			X

Prime: Toole Design Group Engineering, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AimTD, LLC	X			X
2.	Arellano Associates, Inc.	X			X
3.	Advanced Avant-Garde Corporation	X			X
4.	Bubel Consulting, LLC	X		X	X
5.	Here LA	X	X		X
6.	Impact Sciences, Inc.	X			X
7.	Raimi + Associates, Inc.	X			
8.	Terry A. Hayes Associates	X	X		X

Discipline 5: Demand Modeling & GIS

Prime: AECOM Technical Services, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Casamar Group LLC	X	X	X	X
2.	CR Associates	X			X
3.	Terry A. Hayes Associates	X	X		X

Prime: Parsons Transportation Group Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ABBA Project Management			X	
2.	ADVANTEC Consulting Engineers				X
3.	CR Associates	X			X
4.	System Metrics Group, Inc.	X			X
5.	Wiltec	X	X		X

Prime: Resource System Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AFSHA Consulting Inc.	X			X
2.	Elite Transportation Group	X			X

Prime: WSP USA

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Elite Transportation Group	X			X
2.	OhanaVets, Inc.			X	

Discipline 6: Research & Surveying

Prime: Resource System Group, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ANIK Inc.	X			X
2.	Ebony Marketing Systems				X

Discipline 7: Parking Management

Prime: Walker Consultants, Inc.

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	AVS Consulting, Inc.	X	X		
2.	City Design Studio LLC	X	X		X
3.	Hunsaker & Associates Los Angeles, Inc.	X	X		X
4.	NOVA Services	X		X	

Discipline 8: Community Design & Land Use

Prime: Anil Verma Associates, Inc. (SBE/DBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	ADVANTEC Consulting Engineers				X
2.	Casamar Group LLC	X	X	X	X
3.	Nexus AEC, dba Titan AEC	X	X		X
4.	TransLink Consulting, LLC	X			X

Prime: Gensler

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Kilograph	X	X		X
2.	Leland Saylor Associates			X	
3.	RAW International, Inc.	X	X		X
4.	SALT Landscape Architects, Inc.	X	X		
5.	Studio MLA				X
6.	TransLink Consulting, LLC	X			
7.	Turner Engineering Corporation	X	X		X
8.	UltraSystems Environmental, Inc.	X			

Prime: Gruen Associates

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	CR Associates	X			X
2.	VCA Engineers	X	X		X
3.	FPL and Associates	X			X
4.	Amaya Illustration	X	X		X
5.	Kilograph	X	X		X
6.	Leland Saylor Associates			X	

Prime: Raimi & Associates, Inc. (SBE Prime)

	Subcontractors	SBE	LSBE	DVBE	DBE
1.	Studio MLA				X

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2023-0649, **File Type:** Oral Report / Presentation

Agenda Number: 29.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 19, 2023

SUBJECT: MARKETING & COMMUNICATIONS QUARTERLY UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

RECEIVE oral report on marketing and public relations activities to tell the Metro story, with a focus on earned media, as well as social media and content partnerships.

EQUITY PLATFORM

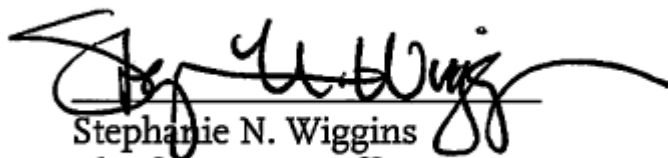
Metro is proud to serve a diverse region with a commitment to inclusion on our system and providing equitable mobility options. The activities shared in the report focus on generating awareness and favorability for Metro. Overall customer experience goals include growing and retaining diverse customers across Metro's portfolio of mobility options, generating awareness and excitement for Metro's transportation vision and projects, and engaging existing Metro customers in marginalized and underserved communities in shaping the future of Metro's network and service. With Metro's goal of providing more and better public transit and other transportation improvements, Metro's CX team recognizes the importance of including diverse riders in the process to plan and design these future products and services, to create an attractive transportation option with a good customer experience for all riders, regardless of background.

Prepared by:

Monica Bouldin, Deputy Chief, Customer Experience, (213) 431-4918
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Reviewed by:

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



Stephanie N. Wiggins
Chief Executive Officer



FOX 11
LOS ANGELES

In Depth: LA Metro

By Hal Eisner and Hunter Lowry | Published August 13
| FOX 11



In Depth: LA Metro
In segment one, Hal is joined by LA Metro CEO Stephanie Wiggins to talk about some of the recent changes and challenging issues affecting the Metro. Then, Metro Art Executive Officer Maya Emsden joins Hal to talk about the art sponsored by the transit agency.

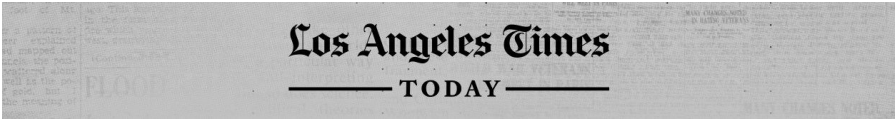
LOS ANGELES - In segment one, Hal is joined by LA Metro CEO Stephanie Wiggins to talk about some of the recent changes affecting the



MARKETING & COMMUNICATIONS QUARTERLY UPDATE: ORAL REPORT

FILE #: 2023-0649

PROACTIVE MEDIA OUTREACH ABOUT OUR MULTILAYERED APPROACH TO SAFETY AND SECURITY



CALIFORNIA

LA Times Today: The status of L.A. Metro trains’ drugs, crime and planned solutions

Watch L.A. Times Today at 7 p.m. on Spectrum News 1 on Channel 1 or live stream on the Spectrum News App. Palos Verdes Peninsula and Orange County viewers can watch on Cox Systems on channel 99.

APRIL 20, 2023 7:23 AM PT



Getting commuters to use the L.A. metro system has been a tough sell. Ridership on L.A.’s trains fell sharply during the pandemic. Many people don’t feel safe because of crime and rampant drug use. But officials are trying to change that.

Metro Chief Executive Stephanie Wiggins joined L.A. Times Today to discuss the agency’s efforts to get riders back on the rails.



Eyewitness Newsmakers: Metro leaders share plan to better tackle security

By Marc Brown and Kristie R. Sifton
Sunday, July 16, 2023



LOS ANGELES (KABC) — In a city grappling with a homeless crisis, Metro is not immune.

Drug abuse, assaults and concerning behavior by people suffering with a mental illness can put riders at risk and force others to avoid trains and buses at all.

The total number of “Part 1 crimes” — which includes crimes like assault, burglary, robbery, rape and homicide — from January through May 2023 has remained relatively steady compared to 2022. It’s down 5% from 2019.

However, it’s important to focus on some specific crimes to better understand this data.



KABC Photo: Damian Daviganezo

WATCH THE VIDEO

Metro CEO on keeping public transportation safe

BY INSIDE THE ISSUES STAFF | EL SEGUNDO
PUBLISHED 10:00 PM PT JUL 18, 2023



“Inside the Issues” host Alex Cohen speaks with Metro CEO Stephanie Wiggins about how to keep public transportation safe.

Then, Jeff Ornel — the executive director of the U.S. Interagency Council on Homelessness — discusses the Biden administration’s All Inside initiative to address homelessness.

And later, the newest member of the Los Angeles City Council, Imelda Padilla, talks about her goals for her district.

PROACTIVE MEDIA OUTREACH ABOUT OUR MULTILAYERED APPROACH TO SAFETY AND SECURITY



How L.A. Metro is addressing safety at its most dangerous station

Annie Rose Ramos 2 months ago



With around 20,000 passengers passing through it each day, the Westlake/MacArthur Park Station is one of L.A. Metro’s busiest. It is



An outreach program that was started by LA Metro 5 years ago is now expanding to help with the homelessness issue taking over passenger cars.

LA Metro has been working with LA County's Housing for Health and numerous non-profits on creating and sending in teams, including mental health experts and outreach staff.

These members will be wearing purple vests and day after day they will be interacting with people who need their services.

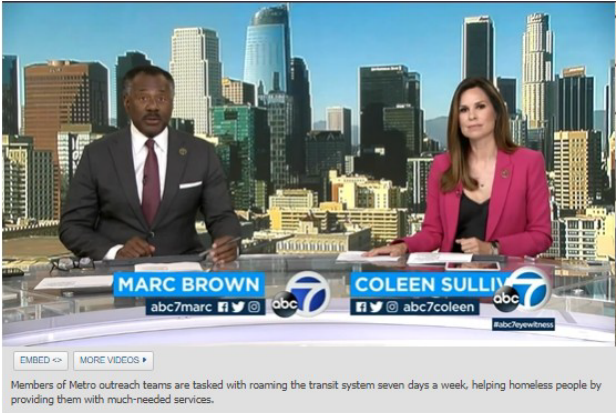
Metro LA is now doubling the number of teams it is funding, adding an additional 8 people to help assist the homeless.

Mark Lewis, with PATH, has been serving the community for over 25 years and he explains why the issue hits close to home for him.



Outreach team deployed to help homeless people on LA's Metro transportation system

Wednesday, July 12, 2023



LOS ANGELES (KABC) -- Members of Metro outreach teams are tasked with roaming the transit system seven days a week, helping homeless people by providing them with much-needed services.

When [PATH teams](#) approach "a potential client, we start off with hygiene kits because it's an ice-breaker," said William Armstead. "And then we attempt to engage them and ask them what the client's needs are."

Karen Barnes, PATH's associate director, explained: "We locate people who are using the (transit) system for shelter and we try to connect them to services and hopefully to housing."

"Outreach is really about making that connection," Barnes said, "really meeting people where they're at and building a strong relationship with them, in order to help people realize that there is hope."

REAL-TIME FACT CHECKS

Metro Los Angeles
@metrolosangeles

FACT CHECK: This tweet has misrepresented the truth. The first photo is of two of five people arrested just off Metro property for selling counterfeit pharmaceuticals. The second photo is unrelated to the first incident. Fare evasion on Metro is not an arrestable offense.

twitter.com/_ClaraHarter/s..

This Tweet was deleted by the Tweet author. [Learn more](#)

2:12 PM · May 20, 2023 · 34.6K Views

37 Reposts 16 Quoted



Alex Villanueva @AlexVilanueva33 · 1d ...
I'm speechless. Um, [@metrolosangeles](#), care to comment? [@LACountyBOS](#)? [@MayorOfLA](#)? Anyone?



Street People Of WEHO
(@streetpeopleofwestholly...
[instagram.com](https://www.instagram.com)

7 10 33 2,326



Metro Los Angeles
@metrolosangeles

That's New York.



Metro Los Angeles @metrolosangeles · Aug 20
This is a ride at Universal Studios. Duh.



Mexican Rug Dealer @DealInRugs · Aug 20
The LA Metro Station on Wilshire/Vermont is flooding from the storm 🤔



Readers added context

This is a joke tweet however it is being misinterpreted as fact. This is the "Earthquake" part of the Studio Tour in Universal Hollywood Studios park. t.co/KWulE1ZO7

Do you find this helpful?

Rate it

165 861 7,663 1.1M

inda @TrashXPandaArt · Aug 20

ne 1 50

stin.eth @stin.eth · 23h ...
hey got as social media behind the [@metrolosangeles](#) handle 🤔

75

XraynaQueen · Aug 21

7



Kathleen - A'TIN / STARS / ARMY ... @misz_caitly... · Aug 20
Hahaha.. that's not even how the Wilshire/Vermont station looks like 🤔🤔

446



jennifer @jenwouldd · Aug 20
😂😂😂

108



Plmnmo (parrot) @Plmnmo · Aug 20
Well designed.

109



Lola @LolaLa720 · Aug 21
LA Metro got jokes

Los Angeles Times

For L.A.'s newest underground art experience, head down to the Metro Regional Connector



Mark Steven Greenfield's glass mosaic, "Tied Car Regimes," in the new Historic Broadway Station. Metro's Regional Connector opened Friday. (Christina Hauser / Los Angeles Times)

BY DEBORAH VANKIN | STAFF WRITER
JUNE 17, 2023 6 AM PT



For your next art outing, head underground.

The Los Angeles Metropolitan Transportation Authority debuted its [Regional Connector Transit Project](#) yesterday, a \$1.8 billion undertaking that's been more than a decade in the making. It includes three new downtown L.A. [subway stations](#) — the Grand Ave. Arts/Bunker Hill, Historic Broadway and Little Tokyo/Arts District stops — and each are filled with ambitious new works of art.

Eight artists were commissioned by [Metro Art](#) to create permanent, site-specific

Metro's new rail connector opens in downtown L.A., linking three lines, reducing transfers



Streamers flutter during the grand opening ceremony Friday for Metro's new regional connectors outside the Japanese American National Museum in Little Tokyo. (Myung J. Chun / Los Angeles Times)

BY RACHEL URUAGA
STAFF WRITER | FOLLOW

JUNE 16, 2023 5:09 PM PT



A 1.9-mile rail line with stops at some of downtown Los Angeles' most iconic locations opened Friday to crowds hoping to take a spin on the new trains that transit officials say were the missing link in the system.

"It's gonna be about half the time for me," said Margarita Navarrete, a city clerk who commutes from East Los Angeles. Although she has a car, she normally takes a bus to avoid the cost of parking. The new rail line's Historic Broadway Station will drop her across the street from her office.

The new Regional Connector [ties together the L \(Gold\), A \(Blue\) and E \(Expo\) lines](#) along one route underneath downtown Los Angeles, providing more direct access to the city's center and in many cases eliminating the need to transfer. It enables riders

LA Metro opens 3 new underground stations

By CNS Staff | Published June 16, 2023 9:43AM | Downtown LA | City News Service |



New LA Metro Regional Connector opens

LA Metro celebrates opening three new stations connecting the mountains to the beaches

BY KCAL NEWS STAFF
JUNE 16, 2023 / 7:29 AM / KCAL NEWS



Regional Connector Media Coverage

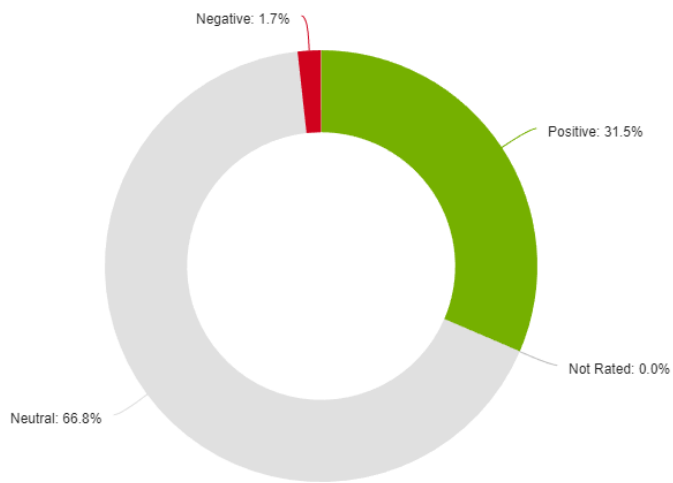
Results:

- Stories: 629
- Impressions: 2B
- Ad Value: \$23M+

Sentiment:

- 98.3% of sentiment positive or neutral

Sentiment ⓘ



Customer Excitement on Social Media



- metrolosangeles** • Los Angeles, California
- metrolosangeles** just us? 2d
- littlescienceguy** Love this meme! 2d 1 like Reply
- tsahibanton** 😂 this was my son This morn 2d Reply
- yestrask** Took 25 years but finally this day! moment for our beautiful city 2d 6 likes Reply
- colinderr** Looking forward to stop by Little T out the new station and riding out to Santa by the beach on Saturday! 🎉🌊 2d 3 likes Reply



deidrefrancisco How awesome! I'm planning a trip out for next summer with my son. I'll be sure to add the Metro to our list after sharing this- especially with the new little Tokyo stop. He loves Japanese food. Thanks for sharing ❤️

1d 3 likes Reply
View replies (1)

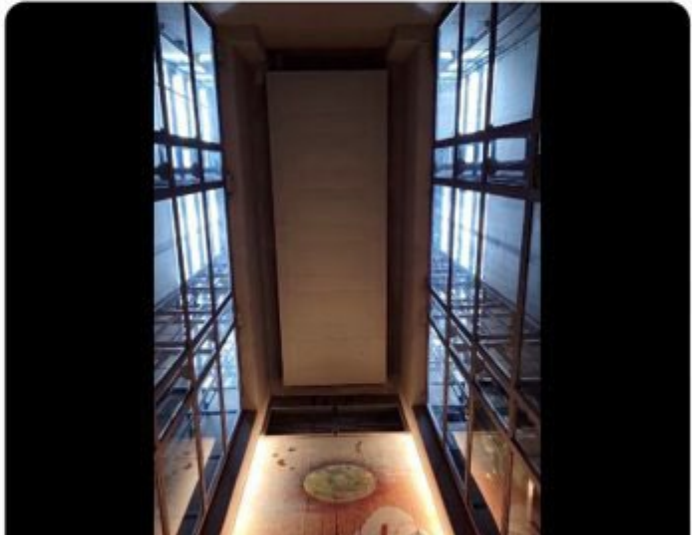


noigbrittany Great info!! I see LA is really trying to step its public transportation game up. Love it!

1d 4 likes Reply
View replies (1)



Justin? more like tin @marxling · Jun 16
Grand Av Arts/Bunker Hill station is so deep that the only way to get from the concourse level to street level is through a set of elevators. Waiting for my elevator here felt like a cathedral-like experience.



Roberto Ignacio Díaz @robertissimus · 1h
Loving the new airy, art-filled Little Tokyo/Arts District station; happy it will be the best station for me to switch from the A to the E line to get to USC. All this can be a game changer for @metrolosangeles!



Ann Owens @AnnOwens_ · 1h
Hard to overstate how excited I am about the regional connector project being done! And the new stations are GORGEOUS!



You Retweeted
Kirill Safin @kvsafin · 48m
Yesterday, another public-transit-only success story. 3 stops on A Line to LA State Historic Park via Regional Connector, and later a 10 minute ride to ktown for a friend's Karaoke party. Everything above within 3 blocks of a station, including my apartment. Thx @metrolosangeles



1 5 48 6,262

FRUGAL TRAVELER

L.A. by Subway

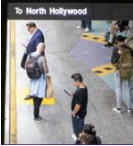

The newly expanded subway may not go everywhere, but for \$5 a day it offers a gridlock-free way to get to plenty of great places.

By Elaine Glusac

Elaine Glusac is the Frugal Traveler columnist, focusing on budget-friendly tips and journeys.

Published July 19, 2023 Updated Aug. 4, 2023

Sign up for the Travel Dispatch newsletter. Essential news on the changing travel landscape, expert tips and inspiration for your future trips. [Get it sent to your inbox.](#)






FORBES > LIFESTYLE > ARTS


Art On The Metro, Los Angeles’ Moving Museum

Chadd Scott Contributor @
I cover the intersection of art and travel.

Jul 28, 2023, 04:59pm EDT

Listen to article 8 minutes






Audrey Chan's, "Will Power Allegory," at Little Tokyo/Arts District Station. METRO

Los Angeles County covers 4,000-square-miles. Ten million people live within its borders. They reside in 88 different cities with 88 different mayors and 88 different city councils. Beverly Hills, Burbank, Inglewood, the city of Los Angeles, Long Beach, Malibu, Pasadena, West

HOME > CULTURE

Black Artists Are Capturing The Heart Of LA, One Train Station At A Time

IN CONJUNCTION WITH THE REGIONAL CONNECTOR PROJECT, THE LA METRO ART PROGRAM UNVEILED ARTWORKS FROM CLARENCE WILLIAMS, MARK STEVEN GREENFIELD, AND URSULA RUCKER.




CLARENCE WILLIAMS' "MIGRATIONS," A COLLECTION OF PHOTOGRAPHS PAIRED WITH HAIRUS BY URSULA RUCKER IN THE HISTORIC BROADWAY STATION. THE WORK SPEAKS TO BLACK MIGRATION AND MIGRATION TO LOS ANGELES. COURTESY LA METRO

BY CIERRA BLACK · UPDATED AUGUST 21, 2023

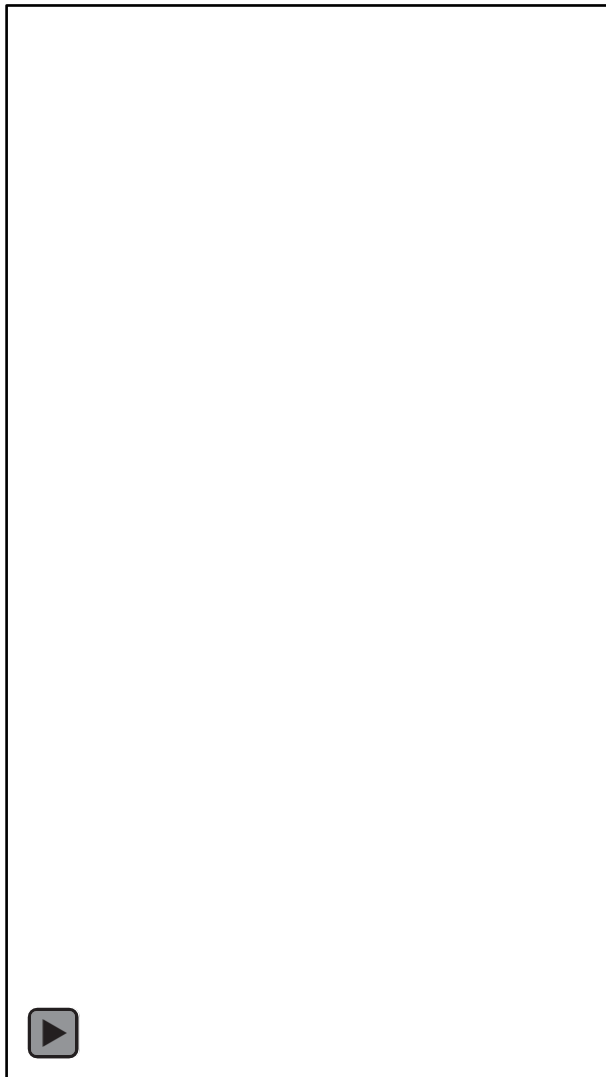
As ever-expanding as Los Angeles is, its public transportation system hasn't always kept up with its growth. The Los Angeles Metropolitan Transportation Authority (LA Metro) aims to change that, and is increasing awareness through the arts.

LA Metro taps heavily-awarded artists Mark Steven Greenfield and Clarence Williams to liven up one of its new Regional Connector sites, the Historic Broadway Station. While the artistic mediums differ, the foundational themes couldn't be more aligned. Reverence, community, and the endless possibilities of life decorate the walls of the new Historic Broadway Station. Seated under the LA Times building, the station connects the Broadway theater and historic downtown districts of Los Angeles. The Regional Connector, which is the result of a longstanding effort to simplify LA's public transportation system, was unveiled in June. It opens the lines of access for passengers to reach areas across LA County such as civic hubs, art centers, and beaches more efficiently. LA Metro is setting out to build a more accessible infrastructure complete with intentional art.



MARK STEVEN GREENFIELD'S GLASS MOSAIC, "RED CAR REQUIEM," IN THE HISTORIC BROADWAY STATION. METRO'S REGIONAL CONNECTOR OPENED THIS PAST JUNE.

National Arts & Culture Media Coverage



its_robert27 🍌🍌

10w 1 like Reply

jopankyjones Great. I love the improvements to LA public transpo 🙌

10w 4 likes Reply

suldrew 🍌

10w 1 like Reply

vivelavidaveg Hell yeah baby!

10w 2 likes Reply

explorewanderfind 🍌🍌🍌

10w 1 like Reply

cristhetitan_ Proud of y'all 🍌

10w 14 likes Reply

View insights

Boost post

Liked by movelatransit and 13,795 others

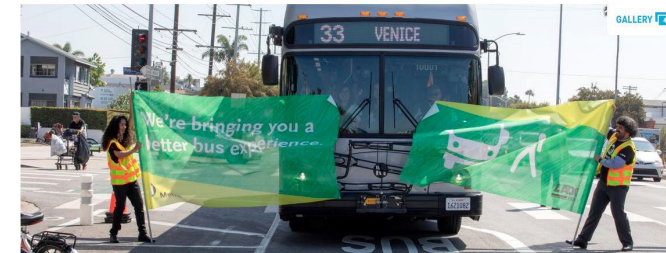
11 INF 26

MAR VISTA

Bus and protected bike lanes make their debut on Venice Boulevard

The 24-hour bus lanes run from Inglewood to Culver

JUNE 27, 2023, 9:00AM STEVEN SHARP 73 COMMENTS



STREETSBLOG LA

VENICE
Venice Boulevard Bus and Bike Upgrade Project Completed

2.1 miles of new bus lanes, and 2.5 miles of conventional bike lanes upgraded to parking-protected, but also a couple of gaps

6/27/2023 or June 27, 2023



New 24/7 bus-only lane on Venice Boulevard. Photo by Jane Linton/STREETSBLOG

MASS TRANSIT

SUBSCRIBE MAGAZINE ADVERTISE CONTACT US SUPPLIERS DIRECTORY

APRIL 2023 LATEST NEWS BUS NEWS TECHNOLOGY SAFETY & SECURITY NOT PROBABLY MANAGEMENT TRAVEL WITH US OTHER SERVICES

BUS > INFRASTRUCTURE

LADOT, L.A. Metro celebrate completion of Venice Boulevard Priority Lane Project

The project includes new crosswalks, signal upgrades, parking-protected bike lanes and a 24-hour dedicated bus lane.

June 27, 2023

Related to: Los Angeles Department of Transportation (LADOT)

Facebook Twitter LinkedIn YouTube Instagram

LADOT and L.A. Metro celebrate completion of Venice Boulevard Priority Lane Project.

MASS TRANSIT CONNECT

With the latest updates

LATEST IN INFRASTRUCTURE

PRRT Launches NEXTransit Bus Line Redesign Project

Chicago Engineer Wins \$25.2M (PR)

Infrastructure

GRIC Board of Directors approves Locally Preferred Alternative for North/South Pulse BRT Line

Media Coverage by the numbers:

- Editorial and Broadcast Mentions (Stories): **30**
- Potential Reach (Media Impressions): **220M**
- AVE (Ad Value): **\$2.03M**
- Sentiment: **79.3% positive** or neutral

Communicating Speed and Reliability Improvements



NYC Ferry

PUBLIC TRANSIT SWIFTIES UNITEEEE ☒ I would trade friendship bracelets with you ANY day ☒

8-1 ❤️ 559 Reply

View 4 replies



TheNöel

please give your marketing team a raise, a few days off and tickets to Taylor. this is awesome! 🥰

8-1 ❤️ 536 Reply

View 2 replies

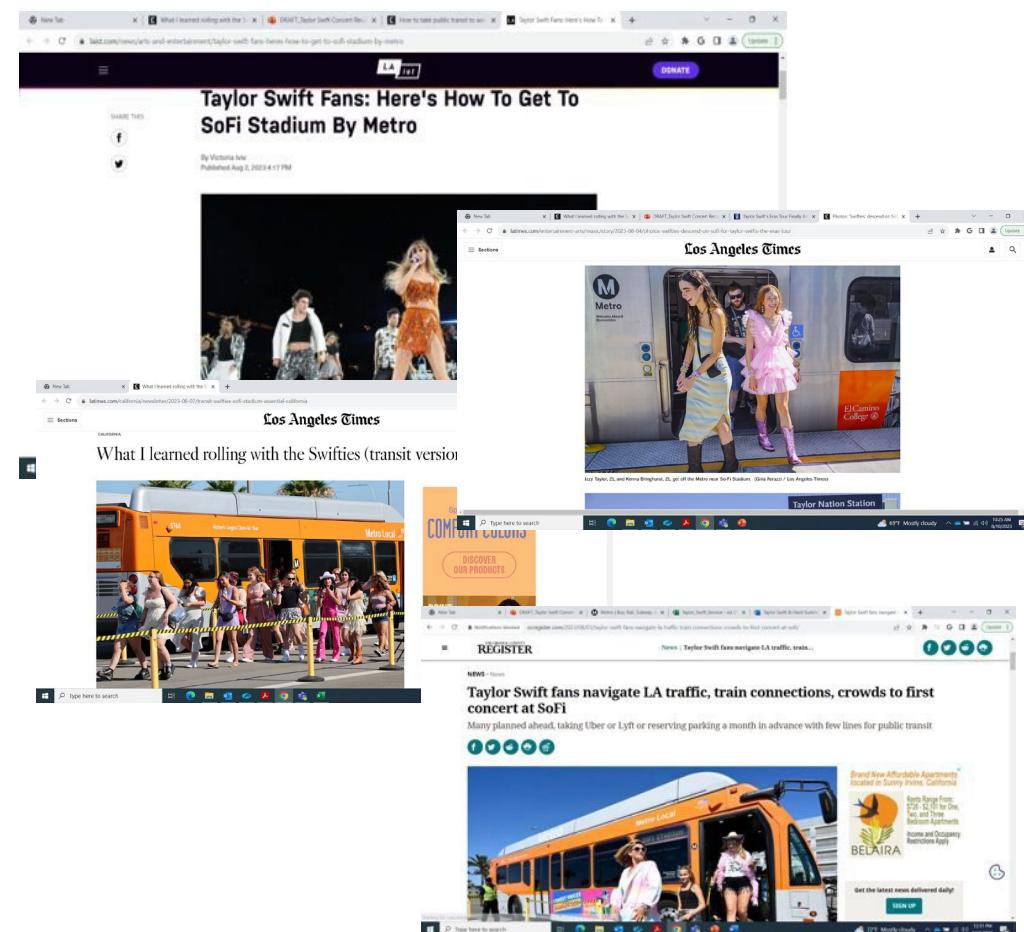


Flavor Flav

WOOWWWW,!!!

8-1 ❤️ 520 Reply

Communicating About Special Service



Media Coverage by the numbers:

- Stories: **362**
- Print, Online & Broadcast Impressions: **864 Million**
- Print, Online & Broadcast Ad Value: **\$8.06 Million**
- Sentiment: **99% of sentiment positive** or neutral

Social Media Partnerships

The 13 Best Tacos Along L.A. Metro’s 33 Bus Line, From Santa Monica to Downtown

Is this the best bus line to hit all of LA’s classic tacos?

1:26 PM PDT on August 31, 2023



Leo’s Tacos. Photo by Brian Feinzimer for L.A. TACO.

By **Hadley Tomicki**, **Memo Torres**, and **Javier Cabral**

It’s hard for L.A. TACO to contain its excitement about rapid transit. Especially today.

Because we’re highlighting one of the most taco-filled lines in the universe: **Metro’s 33**, which runs along Venice Boulevard from Downtown to Venice, passing some of the most legendary, most beloved, most crushable tacos and Mexican food in Los Angeles.

welikela and metrolosangeles
Paid partnership
Original audio

welikela ***Please note: the dates for Summer of Salsa are transposed in the video. Correct dates are Jul 14 and Aug 11***

Free L.A. events you can get to with Metro:

- ✓ Dance DTLA at @musiccenterla (every Friday til Aug 18) Take the B or D Lines to Grand Park / Civic Center station.
- ✓ Movies Under the Stars at @oncoloradoodpasadena (Jul 8, 15, 22, 29) Take the A Line to Memorial Park station.
- ✓ Summer of Salsa at @laplazala (Jul 14, Aug 11) Take the A, B or D Lines to Union Station.
- ✓ Summer Block Party at @bergamotsantamonica (Jul 15) Take the E Line to 26th Street / Bergamot Station.
- ✓ Sunset Concerts at the @skirball_la (weekly starting Jul 20) Take Line 761 to Sepulveda / Skirball Ctr.
- ✓ @gettymuseum Off the 405 Concerts (July 22, 29) Take 761 to Sepulveda / Getty Ctr.
- ✓ @folarorg River Fest at LA State Historic Park (July 23) Take the A Line to Chinatown station.

Like by stephaniewigginsceo and 6,657 others

July 6

Add a comment...

25266 837 15 107 128

Reach ⓘ

23,711
Accounts reached





Metro

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

Board Report

File #: 2023-0675, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 26, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 28, 2023.



MINUTES

Thursday, September 28, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

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

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:11 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 7*, 8*, 12, 13, 14, 15, 16, 17*, 18, 22*, 23*, 24*, 26, 27, 30, 33, 34, 35, 36, 37*, 38, and 39.

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

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

*Voting Deviations:

Item 7 – the following Directors were conflicted: KB, LH, HJM, KY, and KRB.

Item 8 – the following Directors were conflicted: JH, FD, KB, LH, and KRB.

Item 17 – the following Directors were conflicted: JH, HJM, KY, and KRB.

Item 22 – the following Directors were conflicted: JH, HS, and KRB

Item 22 – the following Director voted no: LH

Item 23 – the following Director was conflicted: LH.

Item 24 – the following Directors were conflicted: HJM and KRB.

Item 37 – the following Directors were conflicted: JH, KY, and KRB.

2. SUBJECT: MINUTES

2023-0608

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held July 27, 2023.

3. SUBJECT: REMARKS BY THE CHAIR

2023-0609

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2023-0610

RECEIVED report by the Chief Executive Officer.

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

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

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

7. SUBJECT: GROUP INSURANCE PLANS

2023-0504

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamster employees, and life insurance for all full-time Metro employees, for the one-year period beginning January 1, 2024.

**8. SUBJECT: LICENSE AGREEMENT WITH SOUTHERN CALIFORNIA
EDISON FOR THE BLUE LINE STORAGE YARD LOCATED
NEXT TO DIVISION 11 IN LONG BEACH**

2023-0426

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO), or their designee, to execute a five (5)-year license agreement commencing November 1, 2023, with Southern California Edison, ("Licensor") for the 7.7 acre storage yard located next to Division 11 in Long Beach ("Edison Yard") at an annual rate of \$139,271.30 with escalations of five percent (5%) annually for a total license value of \$769,561.82 over the term.

12. SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

2023-0281

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 4 to Contract No. AE73891000 with Moffatt & Nichol for professional services and extend the period of performance from October 31, 2023, to December 31, 2024, in the amount of \$3,685,694, increasing the Total Contract Value from \$7,049,780 to \$10,735,474; and
- B. APPROVE programming an additional \$8,023,736 from \$10,500,000 to \$18,523,736 for professional services, Metro related expenses, and third-party services using Measure R 3% funds to achieve a shovel ready level.

13. SUBJECT: METROLINK ANTELOPE VALLEY LINE

2023-0472

APPROVED ON CONSENT CALENDAR:

- A. the reprogramming of \$1,682,842 unspent operating budget from FY23 to the Southern California Regional Rail Authority (SCRRA) for the FY24 Metrolink Antelope Valley Line (AVL) service restoration (Option 3), to start on October 23, 2023; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

13.1.SUBJECT: METROLINK ANTELOPE VALLEY LINE MOTION**2023-0628**

APPROVED Motion by Directors Najarian, Barger, Solis, and Krekorian that the Board direct the Chief Executive Officer to:

- A. Authorize up to \$600,000 in funding from Metro's Regional Rail-specific revenue sources to conduct a feasibility study focused on reducing train horn noise at the Glendale Station. This study should be conducted in partnership with SCRRA (METROLINK) and local jurisdictions;
- B. The study should include an assessment of near, medium, and long-term strategies to reduce train horn noise at the Glendale Station and along the AVL corridor where feasible, by focusing on identifying viable near-term operational strategies, low-cost, small-scale projects, and strategic partnerships to reduce train horn noise associated with current and planned additional service;
- C. Report back by April 2024 on the following:
 - 1. Status of the study and, if identified, any operational improvements that could be implemented sooner than later;
 - 2. Information on any opportunities that might come out of Los Angeles County's Rail Crossing Elimination Master Plan - for which the County recently received federal grant funding - to mitigate impacts elsewhere in the Antelope Valley Line corridor, and;
 - 3. Update on performance and takeaways from the AVL service increases.

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

14. SUBJECT: COUNTYWIDE CALL FOR PROJECTS**2023-0393**

APPROVED ON CONSENT CALENDAR:

- A. RECERTIFYING \$78.96 million in existing Fiscal Year (FY) 2023-24 commitments from previously approved Countywide Call for Projects (Call) and AUTHORIZING the expenditure of funds to meet these commitments;
- B. DEOBLIGATING \$2.36 million of previously approved Call funding, and hold in RESERVE;
- C. REALLOCATING:
 - 1. \$1.31 million of Call funds remaining in the City of Los Angeles Century

(continued on next page)

(Item 14 – continued from previous page)

City Urban Design and Pedestrian Connection Plan (Call #F1612), to the City of Los Angeles Exposition West Bikeway - Northvale Project (Call #F3514); and

2. \$13.39 million of Call funds in the City of Los Angeles: 1) Alameda Street Downtown LA - Goods Movement Phase 1 (Call #F5207), and 2) Alameda Street Improvements North Olympic Blvd to I-10 Freeway (Call #F9207) projects, to the City of Los Angeles 1) Boyle Heights Chavez Avenue Streetscape Pedestrian Improvements (Call #F3643), and 2) Soto Street Complete Streets (Call #F7109) projects;

D. changes to the scope of work for:

1. City of Lancaster - Medical Main Street (Call #F9131); and
2. County of Los Angeles - South Whittier Community Bikeway Access Improvements (Call #F9511);

E. AUTHORIZING the Chief Executive Officer (CEO) or their designee to:

1. Negotiate and execute all necessary agreements and/or amendments for previously awarded projects; and
2. Amend the FY 2023-24 budget, as necessary, to include the 2023 Countywide Call Recertification and Extension funding in the Subsidies budget;

F. RECEIVING AND FILING:

1. Time extensions for 87 projects; and
2. Reprogram for nine projects.

15. SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES 2023-0441
REVISIONS

ADOPTED ON CONSENT CALENDAR revised Measure M Guidelines, Section VIII - 3% Local Contribution to Major Transit Projects.

16. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM & 2023-0440
MEASURE R TRANSIT INVESTMENTS PROGRAM
UPDATE - SOUTH BAY SUBREGION

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

1. Programming of an additional \$20,438,600 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50);

(continued on next page)

(Item 16 – continued from previous page)

2. Programming of an additional \$11,856,223 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63);
 3. Inter-program borrowing and programming of an additional \$8,864,097 from Transportation System and Mobility Improvements Program (Expenditure Line 50) to Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66);
 4. Reprogramming of two previously awarded projects in the Measure R South Bay Transit Investments Program; and
- B. the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

17. SUBJECT: VERMONT TRANSIT CORRIDOR

2023-0409

APPROVED ON CONSENT CALENDAR:

- A. AWARDING AND EXECUTING up to a 60-month, firm fixed price Contract No. AE97976000 to Vermont Corridor Partners Joint Venture, a joint venture between AECOM Technical Services, Inc., Terry A. Hayes Associates, Inc., and RAW International, Inc., in the amount of \$55,668,537, to prepare the Planning and Environmental Study for the Vermont Transit Corridor, subject to resolution of any properly submitted protest(s), if any, and;
- B. AUTHORIZING the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

**18. SUBJECT: AWARD RECOMMENDATIONS FOR VISIONARY SEED
FUND COMPETITIVE GRANT PROGRAM**

2023-0526

APPROVED ON CONSENT CALENDAR:

- A. the recommended Visionary Seed Fund competitive grant program funding awards totaling \$2,559,090;
- B. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects; and
- C. AUTHORIZING the CEO or her designee the authority to administratively approve minor changes to the scope of work of approved Visionary Seed Fund awards.

**22. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2023-0412
FOR THE SR91 PROJECTS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a cost-plus fixed fee contract, Contract No. AE94982, to Arcadis U.S. Inc, for Construction Management Support Services for State Route 91 (SR91) Projects, for the not-to-exceed amount of \$65,149,457.24, for a base term of seven (7) years-subject to resolution of any properly submitted protest(s), if any; and
- B. EXECUTE individual Task Orders and modifications within the Board approved not-to-exceed amount.

**23. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2023-0163
FOR METRO CAPITAL PROJECTS**

AUTHORIZED ON CONSENT CALENDAR:

- A. an increase to the total authorized funding for Contract No. AE76301MC081 with Zephyr Rail, for pending and future task orders to provide Construction Management Support Services (CMSS), in an amount not to exceed \$5,750,000.00, increasing the total contract value from \$3,519,211 to \$9,269,211; and
- B. the Chief Executive Officer to execute individual Task Orders (TOs) and Contract Modifications within the Board approved contract funding amount.

**24. SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS 2023-0493
INTERRUPTION FUND (BIF)**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to Execute Modification No. 9 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) in the amount of \$511,676 increasing the contract value from \$4,203,792 to \$4,715,468 to continue to serve as the fund administrator for Metro's Pilot BIF and extend the period of performance for up to six months (on a month to month basis) from November 1, 2023 to April 30, 2024.

**26. SUBJECT: CITY OF LOS ANGELES MASTER COOPERATIVE 2023-0560
AGREEMENT**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Master Cooperative Agreement between the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority for a term of ten years.

27. SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

2023-0529

AMENDED ON CONSENT CALENDAR the:

- A. Life-of-Project (LOP) Budget by \$299.9 million for the Crenshaw/LAX Transit Project (Project) from \$2,148 million to \$2,447.9 million, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy; and
- B. Fiscal Year 2024 budget by \$299.9 million from \$25.2 million to \$325.1 million for the Crenshaw/LAX Transit Project.

30. SUBJECT: ANCILLARY AREAS MOTION

2023-0598

APPROVED ON CONSENT CALENDAR Motion by Directors Bass, Horvath, Krekorian, Najarian, Solis, and Hahn that the Board direct the Chief Executive Officer to:

- A. Provide the Board with a current update on the status of the ancillary areas and their cleaning status;
- B. Develop a detailed plan to conduct daily inspections and cleaning of the ancillary areas across the Metro rail system. This plan is to include methods Metro will take to ensure the areas have been serviced by Metro staff;
- C. Ensure that once an ancillary area alarm has been activated, the audible notification continues until manually deactivated by Metro staff;
- D. Evaluate options to further secure these areas for their intended use while maintaining emergency access; and
- E. Report back to the Board in October and quarterly thereafter on the status of all the above, including an updated industrial hygienist audit within 12 months.

33. SUBJECT: ENGINE ELECTRICAL WIRING HARNESS KITS

2023-0463

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery, Indefinite Quantity (IDIQ) Contract No. SD105427000 to DSM&T Company, Inc. the responsive and responsible bidder for Electrical Wiring Harness Kits. The Contract one-year base amount is \$543,207.60 inclusive of sales tax, and the one-year option to extend the amount is \$543,207.60, inclusive of sales tax, for a total contract amount of \$1,086,415.20, subject to resolution of any properly submitted protest(s), if any.

34. SUBJECT: BUS BATTERIES

2023-0425

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA90333-2000 to Battery Power, Inc., the responsive and responsible bidder for Bus Batteries - 12V, Group 31. The contract one-year base amount is \$1,474,110.90 inclusive of sales tax, and the one-year option amount is \$1,474,110.90, inclusive of sales tax, for a total contract amount of \$2,948,221.80, subject to resolution of any properly submitted protest(s), if any.

35. SUBJECT: PEST AND BIRD CONTROL SERVICES

2023-0481

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP485050008370 to CDS Services Inc., the lowest responsive and responsible bidder, to provide pest and bird control services throughout Metro's facilities, rail cars, and non-revenue vehicles in the not-to-exceed (NTE) amount of \$2,988,462 for the three-year base, and \$2,090,150 for the one, two-year option, for a total combined NTE amount of \$5,078,612, effective November 1, 2023, subject to the resolution of any properly submitted protest; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

36. SUBJECT: STAINLESS STEEL ANTI-GRAFFITI FILM INSTALLATION AND REPLACEMENT SERVICES FOR REGIONS 1 THROUGH 3

2023-0485

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP964830008370, for Regions 1, 2, and 3 combined, to Graffiti Shield, Inc., to provide stainless steel anti-graffiti film installation and replacement services systemwide in the not-to-exceed (NTE) amount of \$15,722,845 for the three-year base, \$5,737,859 for option year one, and \$5,963,032 for option year two, for a combined NTE amount of \$27,423,736, effective December 1, 2023, subject to the resolution of any properly submitted protest(s); and
- B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

37. SUBJECT: ELEVATOR AND ESCALATOR MAINTENANCE SERVICES

2023-0491

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 14 to Contract No. OP710100003367 with Mitsubishi Electric USA, Inc. (MEUS) to perform comprehensive preventative maintenance, inspections, and repairs of elevators and

(continued on next page)

(Item 37 – continued from previous page)

escalators along with their associated systems and equipment in the amount of \$9,481,930, increasing the total not-to-exceed amount from \$110,310,554 to \$119,792,484 and extending the period of performance from November 1, 2023, to April 30, 2024; and

- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

38. SUBJECT: PURCHASE OF OCS WIRE INSTALLATION TRUCK **2023-0499**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

- A. AUTHORIZING the Chief Executive Officer to award a firm fixed price contract, Contract No. DR97819000, to ZAGRO Bahn-und Baumaschinen GmbH, for one (1) Overhead Contact System (OCS) Wire Installation Truck for a firm fixed price of \$2,387,340.00, inclusive of sales tax, subject to resolution of any properly submitted protest(s) if any; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use, as defined under Public Utilities Code Section 130237.

39. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCIL **2023-0455**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's Westside Central Service Council.

42. SUBJECT: MICROTRANSIT PILOT PROJECT - PART B **2023-0464**

AUTHORIZED AS AMENDED the:

- A. extension of the MicroTransit Pilot Program to allow the project team to move forward with a new operational business model to improve overall performance and support a more sustainable on-demand transit service program;
- B. Chief Executive Officer (CEO) to execute Modification No. 11 to Contract No. PS46292001 with RideCo., Inc., for the MicroTransit Pilot Project to extend the period of performance from October 1, 2023, through September 30, 2024, in an amount not to exceed \$14,120,992, increasing the Total Contract Value from \$43,225,766 to \$57,346,758; and

(continued on next page)

- C. CEO to negotiate and execute a contract modification to extend Contract No. PS46292001 with RideCo, Inc., for an additional six months, if necessary, from October 1, 2024 through March 31, 2025, for demobilization, mobilization and deployment efforts utilizing funds to be requested during future fiscal year's budget process.

APPROVED AS AMENDED Motion by Directors Najarian, Butts, Dutra, Hahn, and Barger that the Board direct the CEO to:

- A. Return to the Board by June 2024 with the recommendation of which zones are proposed to be discontinued or curtailed and to request the additional 6-month extension. The recommendation should include a thorough analysis of all zones with data driven metrics and KPIs outlined above, including data on demographics, as well as a plan of action that would address how service would be provided in discontinued zones where fixed bus routes were discontinued, and how the cost savings would be reinvested in operations including improving Micro Transit service in the remaining zones. Additionally, a review of the program should be presented which includes key characteristics of high performing and poorly performing zones, and how to increase the number of passengers linking Micro Transit and fixed route service.
- B. Implement those operational changes that could improve performance in low performing zones as soon as possible and increase marketing efforts to bolster community awareness of the program.
- C. Prior to raising fare to \$2.50, report back on the feasibility of incorporating Micro Transit services into the existing discount programs, including but not limited to Low Income Fare is Easy (LIFE), GoPass, Seniors, etc.

HORVATH AMENDMENT:

- A. Report back at six-month intervals with an update on the MicroTransit program, including but not limited to the effectiveness of the proposed cost and performance enhancements and the status of the new solicitation package.
- B. Report back on the feasibility of establishing a \$1.75 rate for riders connecting to other fixed-route Metro services.

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

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

1. Daniel Gonzalez v. LACMTA, LASC Case No. 20STCV15314

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

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

2. Dora Lopez v. LACMTA, LASC Case No. 21STCV03110

APPROVED a settlement in the sum of \$300,000.

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

ADJOURNED AT 12:57 P.M.

Prepared by: Mandy Cheung
 Administrative Analyst, Board Administration



 Collette Langston, Board Clerk

September 2023 RBM Public Comments – Item 42

From: [REDACTED]
Sent: Tuesday, September 26, 2023 2:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Authorizing Extension of MicroTransit Pilot Program

Attn: Board of Directors - Regular Board Meeting

Meeting Date: Thu. Sep. 28, 2023

Agenda Number: #42 - 2023-0464

As a proud devoted constituent of the city of Los Angeles, specifically in the city of Burbank...by way of my hometown of Pasadena...I am simply writing to request that the Board of Directors vote YES to authorize the extension of the Micro Transit Pilot Program. Otherwise known as Metro Micro.

I have been a very active passenger with this public transportation service for at least the past 20 months. And due to the fact that there are no public bus routes within at least 3/4 of a mile of the specific area of Burbank that I reside. This Micro Transit service has been extremely essential in helping to provide myself effective transportation within my community. I started taking the Metro Micro service over a year ago once my own car became unable to drive any longer, and I could no longer afford the necessary repairs. And since I'm also partially disabled, the ability to catch a ride with the ADA van within a short walk is very convenient for myself. Not to mention the affordable cost of the rides is also very much appreciated.

Although I do plan to have use of my own car again in the near future to be able to travel around my extensive Los Angeles community. Continuing to provide this very helpful and effective public transportation service would be greatly appreciated. And I believe it will continue to be a valuable transportation resource for many others

within our local community, assuming the rates to ride do not go up too much in the future.

And special shout out to all the tremendous drivers within the Burbank-North Hollywood Zone.

Steven, Claudia, Kevin B., Giovanni, Robert, Rogean, Sasha, Oscar, Naomi and many others, keep up the great work and service you're providing to your community.

Best Regards,

A solid black rectangular box used to redact a signature.

For Metro Board of Directors Meeting, Sep 27, 2023

General Public Comment

By [REDACTED] Lawndale Homeowner, Retired Aerospace Engineer

(See Honorable Board Clerk for contact information)

Subject: C Line (Green Line) Extension Cost Effectiveness and Ridership

Purpose: *If trains are to be built, I strive to determine the best train option.*

New Acronym: GLT for Green Line Team

Key References

C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)

DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)

“Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)

DEIR, Section 2.4-3 Proposed Project - Construction Durations

DEIR, Table 2.4-1 Proposed Project - Construction Schedule

DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule

DEIR Appendix 2-B Construction Methods Memo

DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.

Green Line Extension Cost Effectiveness

In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”

Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).

This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way.

Note that lowest cost option is not a project objective.

Summary: The Hawthorne Blvd option is more cost effective than Hybrid ROW option (by about 16%); for this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Ridership

The metric which Metro uses in their ridership reporting is “boardings,” sometimes called “project trips.” In this case, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher than for ROW (15,648/11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.

Project Option Cost Comparison

Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.

Other sources were examined to compare option costs

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*

Physical Construction Cost

Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations

Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.

In the Aug 14 memo, the Green Line staff provided a cost estimate of Hybrid ROW (\$2.23B) in their Aug 14 letter to the Board of Directors, an increase of 14% over ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.

Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost.

Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will

need concrete support walls and at-grade covers. Hybrid ROW would need more robust (I assume) sound/safety walls all along the neighborhoods than for Haw Blvd, where the noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.

With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.

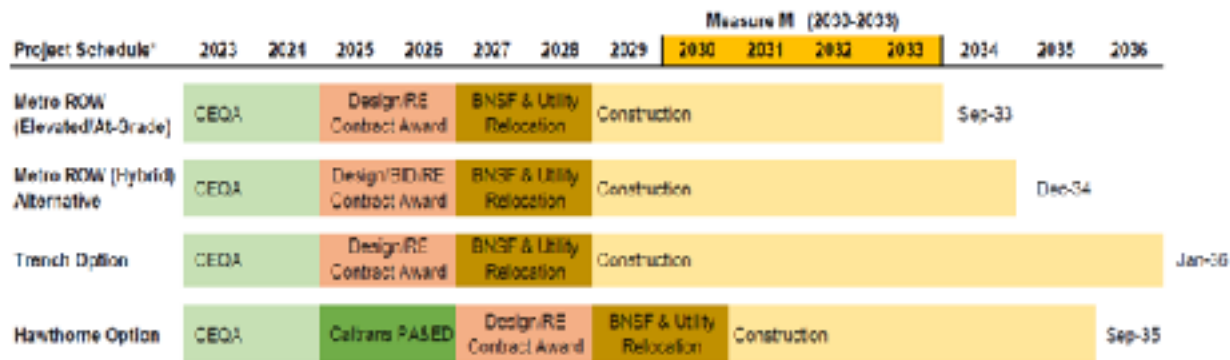
AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for 14% higher than ROW was based on the construction table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase of 14%. This supports my rationale for scaling most of Hybrid ROW by 14%.

Aside. If you have read this far, thank you. It's taken me months to get this far - no help from the GLT.

Total Project Cost

To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost.

(see schedule graph below, from Aug 14 letter to Metro Board)



Source: Metro, STV, and Jacobs

All four train options contain cost elements of CEQA, Design/ Bid, BNSF & Utilities, Construction.

ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.

The CEQA is the same cost for all options, & final EIR will be finished next year.

Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction schedule is 15 months longer than for Haw Blvd.

I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).

Caltrans Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR will be finished before the Caltrans work. The Aug 14 letter made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions).

Inflation due to Haw Blvd extended schedule of 21 months at 3.5%/yr (Metro rate) is 144M.

Property Acquisition The Aug 14 memo says, "Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405]." How much should I book for that? How about \$11M? I think that's too much, but it's less than 1/2 a percent of the 2.23B Hybrid ROW, so it's negligible.

Total add-ons to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans: 164M

Inflation: 144M

Prop Acquisition: 11M

Total Add-ons: 319M

Hybrid ROW: 2230M

Haw Blvd est: 2549M

My Haw Blvd option cost estimate of 2.55B is 14% higher than for Hybrid ROW

Hawthorne Blvd Total Project Cost Estimate Perspective

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, is \$410M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$410M above my add-ons. But just for fun, let's put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year (I assume that is industry standard). I added 50% for benefits (still trying to get a number from Caltrans) and 100% for overhead. That's \$408K/year. So what I will call the Green Line Team's overestimate for Haw Blvd of \$410M is 1000 years of Senior

*Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need a millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond my generous allocation of 200 heads/year), that is 250 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

Conclusions

For 14% more cost for Haw Blvd option over Hybrid ROW, ridership is 35% higher.

Haw Blvd option cost/rider is less than, better than for Hybrid ROW (by about 16%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Bonus Comments for the Committed

About Metro-Caltrans work

The Aug 14 letter made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option, "Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

This is highly disingenuous. First of all, of course Metro as not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.

Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Royal Saltaralli dated Feb 25, 2021, and and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, I booked 400 years of senior transportation engineering-level work for that, probably over booked.

The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."

Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.

I reported all this to the Metro Construction Committee meeting on September 21, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples

where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.

And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.

Parking

The Aug 14 memo says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.

Cost of the BNSF ROW

By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.

Questions?

As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.



Board Report

File #: 2023-0427, File Type: Agreement

Agenda Number: 5.

FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 18, 2023

SUBJECT: LEASE AMENDMENTS WITH PINNACLE TOWERS, LLC FOR THREE MICROWAVE RADIO STATION LOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer (CEO), or designee, to execute ten (10)-year lease amendments commencing retroactive to January 1, 2023 with Pinnacle Towers, LLC, ("Lessor") for microwave radio stations located at:

- 7625 Black Star Canyon Road in Riverside at a rate of approximately \$10,865.88 per month with 3.5% escalations annually for a total of \$1,482,344.53 over the term.
- Building 12, Mt. Lukens Road in Tujunga at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,559,519.80 over the term.
- 34 Sunset Ridge in Los Angeles at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,654,955.13 over the term.

ISSUE

Metro leases radio towers on three properties located at 7625 Black Star Canyon Road in Riverside, Building 12, Mt. Lukens Road in Tujunga, and 34 Sunset Ridge in Los Angeles (the "Towers") for continuity of bus communications and system security throughout Metro's transportation systems. The leases expired on December 31, 2022, and have been in a month-to-month holdover since January 1, 2023. Metro continues to need the Towers through December 31, 2032. The leases require Board approval as both the 10-year term and the value of each lease exceed the delegated authority of the Chief Executive Officer which is no more than five years or \$500,000.

BACKGROUND

The Towers house radio communications equipment for the Metro Bus Advanced Transportation Management System (ATMS). The Metro Bus ATMS is the system used to transport voice and data

communications traffic between Metro's fleet of buses and the Bus Operations Center which is required for the delivery of safe and efficient bus transportation services throughout Los Angeles County. The three leases have been in a month-to-month holdover since January 1, 2023 because of the Lessor's delay in providing Metro with amendment documents. The Lessor agreed to maintain the existing rate and not to charge Metro any increased rent during the interim period.

DISCUSSION

Findings

The Landlord has agreed to extend the terms of the three leases for an additional ten (10) years. The Landlord has presented a First Amendment to Lease for Location 305, and a Second Amendment to Lease for each of Locations 308 and 399 (collectively the "Amendments"). Metro Real Estate has negotiated all three Amendments to a discount on the rental rate and a discounted rate of annual increases below their current rates resulting in total savings for the three Lease Amendments of \$746,814 over the term 10-year terms.

Considerations

Without the Towers, Metro would have to lease several other towers to maintain the same coverage which would require relocation costs. These Towers have proven record of 20 years of reliability supporting Metro communications. At the expiration of the term, Metro will evaluate these locations again and determine if further lease renewals are needed and negotiate new terms accordingly.

DETERMINATION OF SAFETY IMPACT

This Board Action will help ensure continued safe and reliable bus transportation throughout the system.

FINANCIAL IMPACT

The rental rates for the Leases do not increase in the Amendments and will not increase over the first two years of the new terms. The ten-year terms (with three and one half (3½ %) percent year-over-year escalation) will result in the payment schedule outlined in the section below.

Metro Real Estate has determined that the rental rates and increases are in line with the fair market for towers at these locations.

Impact to Budget

Funds for these Amendments are budgeted annually in the Real Estate Non-Departmental Cost Center (0651) under Bus Operations (306006) for fiscal year 2024. Future lease obligations will be included in annual budget preparation by Real Estate staff.

The ten-year budget impact will be as follows:

Fiscal Year	Period	Location 305 (7625 Black Star Cyn Rd.)	Location 308 (Mt. Lukens Rd.)	Location 399 (34 Sunset Ridge)	Total
2023	1/1/2023-12/31/2023	\$130,390.56	\$137,179.08	\$138,641.76	\$406,211.40
2024	1/1/2024-12/31/2024	\$130,390.56	\$137,179.08	\$138,641.76	\$406,211.40
2025	1/1/2025-12/31/2025	\$134,954.23	\$141,980.35	\$143,494.22	\$420,428.80
2026	1/1/2026-12/31/2026	\$139,677.63	\$146,949.66	\$148,516.52	\$435,143.81
2027	1/1/2027-12/31/2027	\$144,566.34	\$152,092.90	\$153,714.60	\$450,373.84
2028	1/1/2028-12/31/2028	\$149,626.17	\$157,416.15	\$159,094.61	\$466,136.92
2029	1/1/2029-12/31/2029	\$154,863.08	\$162,925.71	\$164,662.92	\$482,451.72
2030	1/1/2030-12/31/2030	\$160,283.29	\$168,628.11	\$170,426.12	\$499,337.53
2031	1/1/2031-12/31/2031	\$165,893.21	\$174,530.10	\$176,391.04	\$516,814.34
2032	1/1/2032-12/31/2032	\$171,699.47	\$180,638.65	\$182,564.72	\$534,902.84
TOTAL					\$4,618,012.60

EQUITY PLATFORM

The proposed actions would support Metro bus operations and customer experience which is beneficial to all Metro riders and employees.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #2: "Deliver outstanding trip experiences for all users of the transportation system."

ALTERNATIVES CONSIDERED

If the board chooses not to extend these leases, the alternative is to lease several other towers to maintain the same coverage these towers provide. This will increase operating costs substantially and is not recommended.

NEXT STEPS

If the Board approves, Metro will execute the Amendments with Pinnacle Towers, LLC, thereby securing the microwave radio station locations through December 31, 2032.

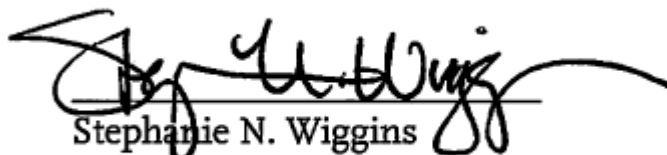
ATTACHMENTS

Attachment A - Lease Locations
Attachment B - Deal Points

Prepared by: John Beck, Manager, Countywide Planning & Development, (213) 922-4435

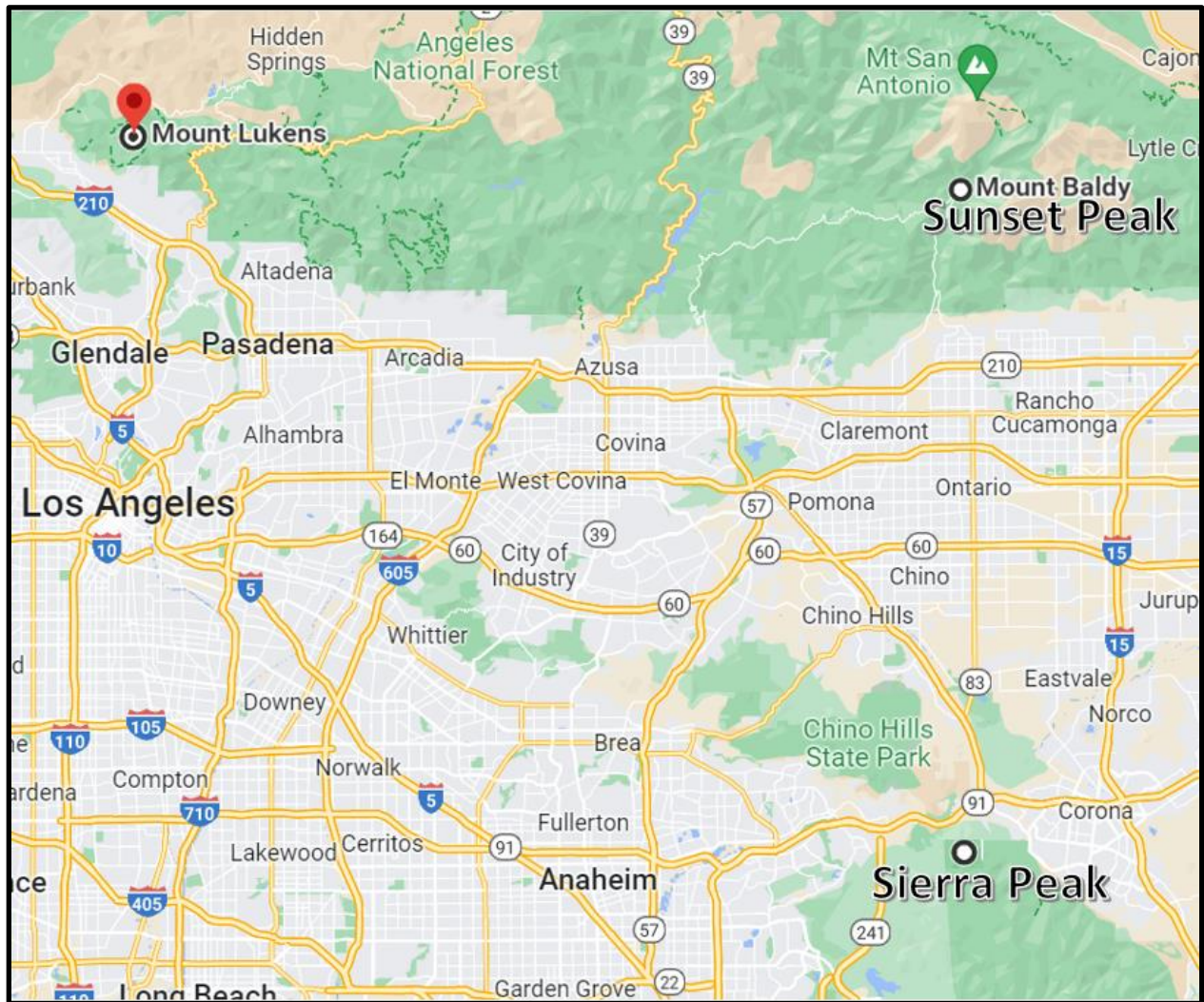
Craig Justesen, Interim Executive Officer, Countywide Planning & Development,
(213) 928-7051
Holly Rockwell, SEO - Real Estate and Transit Oriented Communities (213) 922-
5585
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

LOCATION MAP



Sierra Peak
Location 305
7625 Black Star
Canyon Road
Riverside, CA
(AL000039)

Mt. Lukens
Location 308
Building 12, Mt.
Lukens Rd.
Tujunga, CA
(AL000040)

Suset Peak
Location 399
34 Sunset Ridge
Mt. Baldy, CA
(AL000041)

Attachment B – Deal Points

New or renewal	Amendment to Lease
Landlord/Owner	Pinnacle Towers, LLC
Location	7625 Black Star Canyon Road in Riverside Building 12, Mt. Lukens Road in Tujunga 34 Sunset Ridge in Los Angeles
Premises	Radio tower locations
Purpose	Radio tower for rail and bus communications.
Commencement and Duration (note any extensions)	10-years commencing January 1, 2023. There are no options to extend the terms.
Total Cost	The total lease value is approximately \$4,618,012.60 over the ten (10)-year terms.
Early Termination Clauses	None.
Determination of Lease Value	Real Estate Appraisal staff.
Background with this Landlord	This will be the second and third transactions with the landlord at these locations.
Special Provisions	None.



Board Report

File #: 2023-0573, File Type: Contract

Agenda Number: 8.

FINANCE, BUDGET AND AUDIT COMMITTEE OCTOBER 18, 2023

SUBJECT: BANKING SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

AUTHORIZE:

- A. the Chief Executive Officer to execute a five-year, firm fixed unit rate Contract No. PS99982000 to Bank of America, N.A. for basic and specialized banking services, in an amount-not-to-exceed \$5,098,207 effective January 1, 2024, subject to resolution of protest(s), if any; and
- B. the payment of up to \$650,000 over the next five years for Federal Deposit Insurance Corporation (FDIC) for assessment fees as mandated by 12 C.F.R. § 327.9 to cover insurance premiums for Metro's deposits. These pass-through FDIC assessment fees shall be payable under Contract No. PS9982000, for a total contract price not-to-exceed \$5,748,207.

ISSUE

Metro's current banking services contract expires on December 31, 2023. Metro requires basic and specialized banking services such as demand deposit accounts, safekeeping services, daily balance reporting, check processing, wire transfers, Automated Clearinghouse (ACH) and Electronic Fund Transfer (EFT) payments, and specialized services, including vault currency counting and custody services to manage cash more efficiently and enhance the capabilities of Metro's internal financial information system.

BACKGROUND

Banking services are a critical component to effectively manage and control Metro's financial assets and transactions (e.g., vendor invoice payments, payroll, and revenue collection, among many) that support daily operations and projects. This contractor will provide seamless financial services, such as payment processing for payroll, ACH/EFT accounting payments, wire transfer processing, check printing, coin/currency services, and lockbox deposits.

Based on historical FY23 data, Metro forecasts processing a monthly average of \$590 million in incoming funding and an average of \$590 million in outgoing payments through the current banking

services portal this year.

DISCUSSION

To ensure critical banking services are not interrupted, Metro must secure a service provider to meet its basic and specialized banking needs. The recommended firm, Bank of America, ranked highest in the areas most critical to Metro's needs including: online access to monthly account statements, next-day positive pay verification, instant access to images and data from lockbox deposits; a streamlined paper disbursement function which allows direct download from Metro's Financial Information System; a late cutoff time for same-day/next-day check printing that satisfies Metro's regulatory requirements; an extensive branch network in Los Angeles County; and an experienced customer service team with government banking expertise.

Aside from normal bank service charges, Metro must pay mandatory FDIC assessment fees that are collected by the bank as required by 12 C.F.R. § 327.9. The assessment fees provide deposit insurance protection for depositors of insured banks. The rate is set by the FDIC, is subject to change at any time, and is calculated by applying the rate to the account's average ledger balance. As of June 2023, the monthly rate is 1.66% and can be expected to increase by approximately 10% within the duration of the five-year contract to 1.8%. The estimated \$650,000 five-year total is based on the annual average fee of \$130,000 for the previous five-years.

DETERMINATION OF SAFETY IMPACT

The approval of the recommendation above will have no negative impact on the safety of Metro employees or passengers.

FINANCIAL IMPACT

The funding of \$470,000 for banking services and \$130,000 for the FDIC assessment fee have been included in the FY24 budget in cost center 5210, Treasury Department. The funds are divided among three projects: 31% to Project 100002, Task 30.02; 26% to Project 300076, Task 30.02; and 43% to Project 610340, Task 30.02. Since this is a multi-year contract, the Treasurer will be accountable for budgeting its costs in future years.

Impact to Budget

The sources of funds are Proposition A, Proposition C, Measure R and Measure M. These funds are eligible for bus and rail operations.

EQUITY PLATFORM

Although no SBE/DVBE goal was established, Bank of America was separately scored the highest by Metro's evaluation team. Metro's evaluation team also noted Bank of America's commitment to a five-year, national \$1.25 billion economic plan to advance racial equality and economic opportunity. This includes an equity investment commitment alongside partnerships with local Community Development Financial Institutions (CDFI) and Minority Depository Institute (MDI) organizations,

including Accion Opportunity Fund and Broadway Financial Corporation, to provide capital funding to local minority and women entrepreneurs serving low to moderate income (LMI) communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan Goal 5 as follows:

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

Goal 5.2: Metro will exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to authorize the contract award, however, this alternative is not recommended as banking services are a critical component to effectively manage and control Metro's financial assets and transactions (e.g., vendor invoice payments, payroll, and revenue collection, among many) that support daily operations and projects.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS99982000 with Bank of America for banking services, effective January 1, 2024.

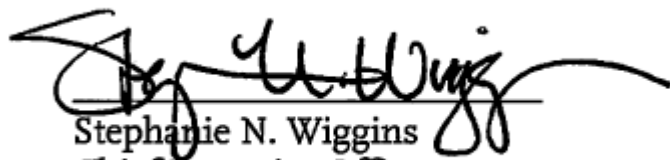
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Erica Gaskill, Senior Financial Analyst, (213) 922-4031
Mary E. Morgan, Deputy Executive Officer, Finance, (213) 922-4143
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BANKING SERVICES / PS99982000

1.	Contract Number: PS99982000	
2.	Recommended Vendor: Bank of America, N.A.	
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 14, 2023	
	B. Advertised/Publicized: February 14, 2023	
	C. Pre-Bid Conference: February 24, 2023	
	D. Proposals Due: March 21, 2023	
	E. Pre-Qualification Completed: July 19, 2023	
	F. Conflict of Interest Form Submitted to Ethics: March 21, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 4
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: Erica Gaskill	Telephone Number: (213) 922-4031

A. Procurement Background

This Board Action is to approve the award of Contract No. PS99982000 to provide banking services. Board approval of contract award is subject to resolution of all properly submitted protest(s), if any.

The Request for Proposal (RFP) No. PS99982 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend an SBE/DVBE participation goal for this procurement due to a lack of subcontracting opportunities.

No amendments were issued during the solicitation phase of this RFP.

A total of 14 firms downloaded the RFP and were included on the planholders list. A virtual pre-proposal conference was held on February 24, 2023, with eleven participants in attendance representing four firms. A worksite visit of Metro's cash counting facility was conducted on March 1, 2023, with three firms in attendance. Fifty-two questions were received, and responses were released prior to the proposal due date.

A total of four proposals were received by the due date of March 21, 2023, and are listed below in alphabetical order:

1. Bank of America, N.A.
2. JPMorgan Chase Bank, N.A.
3. U.S. Bank National Association
4. Wells Fargo Bank, N.A.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Treasury and Accounting departments was convened and conducted a comprehensive technical evaluation of the proposals received.

Evaluations were conducted from March 24, 2023, through April 11, 2023.

The proposals were first evaluated based on the following evaluation criteria:

Evaluation of Minimum Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum requirements, proposers must meet the following:

1. Must be able to create, print, and mail checks on the same day (subject to established deadlines);
2. Controlled disbursement final clearing information must be available by 7:00 a.m. PST;
3. Must offer Positive Pay, "Payee" Positive Pay, and Teller Positive Pay;
4. Electronic statements must be available by the fifth (5th) day following month end; and
5. Must offer Remote Deposit.

Two of the four proposals were deemed non-responsive to the RFP requirements. U.S. Bank National Association failed to meet the first minimum qualification requirement, while Wells Fargo Bank, N.A. indicated it will not be proposing on Custody Services; which is one of the major tasks required in the scope of services. Therefore, both firms were excluded from further consideration.

The PET continued to evaluate the remaining two proposals based on the following weighted evaluation criteria:

- | | |
|---|-----|
| • Understanding of the Workplan Approach | 45% |
| • Prime Contractor's Skill and Experience | 10% |
| • Qualifications and Experience of Proposed Personnel | 10% |
| • Management Plan | 10% |
| • Small Business and Community Support | 5% |
| • Cost Proposal | 20% |

The evaluation criteria is appropriate and consistent with criteria developed for other similar banking services procurements. Several factors were considered when

developing these weights, giving the greatest importance to understanding of the workplan approach. The PET evaluated the proposals based on the pre-established evaluation criteria.

At the conclusion of the evaluation process, the PET determined Bank of America, N.A. to be the highest ranked firm.

Qualifications Summary of Firms within the Competitive Range:

Bank of America, N.A.

Bank of America, N.A. (B of A), the incumbent contractor, has been providing banking services to Metro for over 20 years. It provides a full range of banking, investing, asset management and other financial and risk management products and services. Since 1910, B of A has served a number of federal, state and local government clients.

B of A, ranked highest in the areas most critical to Metro's needs including: online access to monthly account statements, next-day positive pay verification, instant access to images and data from lockbox deposits; a streamlined paper disbursement function which allows direct download from Metro's Financial Information System; a late cutoff time for same-day/next-day check printing that satisfies Metro's regulatory requirements; an extensive branch network in Los Angeles County; and an experienced customer service team with government banking expertise.

JPMorgan Chase Bank, N.A.

JPMorgan Chase Bank, N.A. (Chase), headquartered in New York City was built on the foundation of more than 1,200 predecessor institutions that merged to form today's company. Its earliest predecessor institution was founded in 1799. Chase provides investment banking, financial services for consumers, small businesses, commercial banking, financial transaction processing, and private equity. It serves a number of prominent corporate institutional and government clients.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Bank of America, N.A.				
3	Understanding of the Workplan Approach	95.00	45%	42.75	

4	Prime Contractor's Skill and Experience	96.60	10%	9.66	
5	Qualifications and Experience of Proposed Personnel	95.00	10%	9.50	
6	Management Plan	93.30	10%	9.33	
7	Small Business and Community Support	95.00	5%	4.75	
8	Cost Proposal	67.80	20%	13.56	
9	Total		100%	89.55	1
10	JPMorgan Chase Bank, N.A.				
11	Understanding of the Workplan Approach	86.87	45%	39.09	
12	Prime Contractor's Skill and Experience	71.70	10%	7.17	
13	Qualifications and Experience of Proposed Personnel	91.70	10%	9.17	
14	Management Plan	85.70	10%	8.57	
15	Small Business and Community Support	90.00	5%	4.50	
16	Cost Proposal	100.00	20%	20.00	
17	Total		100%	88.50	2

C. Price Analysis

The recommended price has been determined to be fair and reasonable based on technical analysis, price analysis using industry unit rates and historical data, and fact finding.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Bank of America, N.A.	\$5,098,207	\$4,860,000	\$5,098,207
2.	JPMorgan Chase Bank, N.A.	\$3,455,372		

The variance between the independent cost estimate (ICE) and the recommended amount is due to increased costs to process farebox currency and coin. Bank of America's price will be reduced depending on the earnings credit rate in place during each fiscal year and Metro anticipates a substantial reduction in overall contract costs of up to 40-50% as a result.

D. Background on Recommended Contractor

Bank of America, N.A. (B of A) headquartered in Charlotte, North Carolina, has supported the needs of federal, state, and local government clients since 1910. Its public sector clientele in California includes County of Los Angeles, Bay Area Rapid Transit, Local Initiative Health Authority for Los Angeles County, and Los Angeles County Employees Retirement Association.

B of A's public sector banking center located in Los Angeles has provided banking services to Metro for over two decades and performance has been satisfactory.

DEOD SUMMARY

BANKING SERVICES / PS99982000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to lack of subcontracting opportunities. It is expected that Bank of America will perform the services of this contract with their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0597, File Type: Program

Agenda Number: 7.

FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 18, 2023

SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$34,650,803 in fiscal year (FY) 2023-24 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY23-24; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

ISSUE

In order to receive SGR grant funds for Metro and other eligible operators in Los Angeles County, Metro, as the Regional Entity, is required to submit an adopted Board resolution approving the combined project list and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents.

BACKGROUND

As defined in the Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1), the SGR Program provides approximately \$125.6 million in this cycle to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance Program formula. This formula distributes half of the funds according to population and half according to transit operator revenues. Within Los Angeles County,

the revenues will be distributed according to the Metro Board-adopted FAP.

DISCUSSION

The Caltrans guidelines state that eligible transit operators shall submit their own project requests directly to Caltrans and provide a list of those projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is both the Regional Entity and a direct recipient of these funds.

Program requirements and deadlines are discussed at the Bus Operator Subcommittee (BOS) meetings. Metro staff are available to provide guidance if requested. However, each individual agency is ultimately responsible for selecting their own projects and submitting their requests to Caltrans.

Metro is required to submit the combined project list to Caltrans by September 1, 2023. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the Certifications and Assurances documents. Since the required documentation was not ready until the end of August, Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

DETERMINATION OF SAFETY IMPACT

The requested actions will have no impact on the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated \$34.7 million available to support state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will have a positive impact on the FY24 budget, as Metro is one of the regional recipients of these funds.

EQUITY PLATFORM

This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal Operators throughout Los Angeles County. By providing additional resources for transit service, this program will benefit existing and potential Metro riders. There are no equity concerns anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:
Goal # 5: Provide responsive, accountable, and trustworthy governance within the Metro Organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of the region's FY23-24 SGR fund allocation.

NEXT STEPS

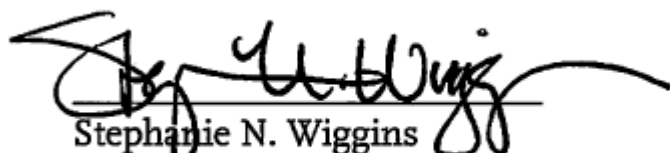
In October 2023, Metro will submit a certified copy of the Board-adopted resolution to Caltrans.

ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro and Municipal Operators

Prepared by: Timothy Mengle, Executive Officer, (213) 922-7665

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS

RESOLUTION # _____

APPROVING THE PROJECT LIST FOR FY 2023-24

FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

NOW, THEREFORE, BE IT RESOLVED, that Metro hereby approves the SB1 State of Good Repair Project List for FY 2023-24; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

Submitted Project Listing From Metro and Municipal Operators

Agency	Funding FY	PPNo	Project Title	Project Description	Estimated 99313 Costs	Estimated 99314 Costs	Other SB1 Costs	Total Project Costs
Antelope Valley Transit Authority	23/24	PP001	Purchase Local Transit Bus	Funds toward the purchase of 1 local transit bus. Size – 35-foot size Passenger count – 32 +1 Accessibility – ADA, Fuel type = battery electric.		\$ 208,307	\$ -	\$ 752,259
City of Arcadia	23/24	PP001	Purchase 10 Replacement Vehicles	Purchase ten replacement transit vehicles, still deciding on fuel-type.		\$ 10,722	\$ -	\$ 10,722
City of Commerce	23/24	PP001	Tire Replacement Transit Fleet	The SGR Funds will be used to replace bus tires within the City's transit fleet, up to 15 vehicles. New project for each funding fiscal year.		\$ 13,734	\$ -	\$ 13,734
City of Culver City	23/24	PP001	23/24 Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist.		\$ 173,795	\$ -	\$ 173,795
City of Gardena	23/24	PP001	Capital Bus Components/Facility Equipment	Replacement bus components and facility equipment.		\$ 170,262	\$ -	\$ 685,750
City of Los Angeles	23/24	PP002	Electrification of LADOT Washington Ave Bus Maintenance Facility	LADOT seeks funding to electrify the Washington Ave. Bus Maintenance Facility to support an all-electric bus fleet.		\$ 463,373	\$ -	\$ 1,770,277
City of Montebello	23/24	PP001	Repair and Rehabilitation of Transit Facilities	The SGR funding will support costs attributed to the maintenance and upkeep of the Transit Facilities, Maintenance Equipment, and associated costs required to preserve or extend the asset's functionality and serviceability	\$ -	\$ 264,034	\$ -	\$ 264,034
City of Norwalk	23/24	PP001	Acquisitions of NTS BEB Fleet	NTS will retire 14 CNG buses that have reached their useful life by 2025. Funding will be used toward the acquisition of the NTS BEB Fleet. *Will update other funding when	\$ -	\$ 100,798	\$ -	\$ 100,798
City of Redondo Beach	23/24	PP001	Transit Vehicle and Equipment Purchase Project Beach Cities Transit fleet	Purchase rolling stock for transit vehicle replacement in the BCT fleet and purchase/installation of associated equipment.	\$ -	\$ 25,909	\$ -	\$ 25,909
City of Santa Clarita	23/24	PP001	Transit Maintenance Facility Hydrogen Fueling Station	Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule.		\$ 173,322	\$ -	\$ 173,322
City of Santa Monica	23/24	PP001	Bus Replacement	Purchase approximately 58 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years.	\$ -	\$ 655,205	\$ -	\$ 5,244,524
City of Torrance	23/24	PP001	Torrance Transit SB1 State of Good Repair Rehab & Repair Vehicles	Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure protection from the elements and maximum usage during the vehicles expected useful operating life.		\$ 201,936	\$ 201,936	\$ 1,229,815
Foothill Transit	23/24	PP001	Bus Repair and Rehabilitation	Activities, supplies, materials, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses.		\$ 917,347	\$ -	\$ 3,616,007

Submitted Project Listing From Metro and Municipal Operators

Long Beach Public Transportation Company	23/24	PP001	LBT1 Facility Rehabilitation	The project will support the rehabilitation of LBT's operating and maintenance facility (LBT1) in support of the agency's transitioning facility needs as it grows to be a zero-emissions hub. LBT's recent facility assessment identified inefficiencies at the LBT1 property that makes it difficult to increase the zero-emission bus fleet and infrastructure. The 50-year old facility needs a full rehabilitation as it currently holds equipment that is over 20 years old. LBT will accrue funds over 4 yrs.		\$ 355,934	\$ -	\$ 1,814,938
Long Beach Public Transportation Company	23/24	PP002	Bus Rehabilitation	Support the mid-life rehabilitation of agency's compressed natural gas (CNG) bus fleet	\$ -	\$ 412,152	\$ -	\$ 412,152
Los Angeles County	23/24	PP001	Bus Stop Shelters Replacement Throughout LA County	Replace up to 3 bus stop shelters located throughout the Los Angeles County areas. Each bus stop shelter will consist of bench, a trash receptacle, and illumination from dusk to dawn.		\$ 69,651	\$ -	\$ 69,651
Los Angeles County Metropolitan Transportation Authority	23/24	PP001	Metro Bus Vehicle Repair and Rehab	Repair and rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility.		\$ 14,689,765	\$ -	\$ 37,324,577
Los Angeles County Metropolitan Transportation Authority	23/24	PP002	Metro Rail Vehicle and Wayside Rehabilitation and Repair Preventive Maintenance	Rehabilitation and repair preventive maintenance expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	\$ 15,744,557	\$ -	\$ -	\$ 58,946,735
Los Angeles County Total					\$ 15,744,557	\$ 18,906,246	\$ 201,936	\$ 112,628,999



Metro

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

Board Report

File #: 2023-0168, File Type: Program

Agenda Number: 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 18, 2023

SUBJECT: METRO'S ADOPT-A-BIKE PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to transition the Adopt-A-Bike mini-grant program from a pilot to a permanent program; and
- B. APPROVING the administration of the Adopt-A-Bike mini-grant program for a second, two-year term, and award grants of \$30,000 each to five selected community-based organizations for a total of \$150,000 starting November 1, 2023 through October 31, 2025.

ISSUE

At its August 2020 meeting, the Metro Board authorized the first term of the two-year Adopt-A-Bike Pilot Program that allows unclaimed bikes to be given to Los Angeles County residents in need of a bicycle, free of charge. The program is administered by providing mini-grants to local community-based organizations (CBOs) to distribute bicycles to constituents. The first term of the Adopt-A-Bike Pilot Program expired in April 2023.

Due to the program's success, there is a need to operationalize this effort to provide a consistent source of funding for Metro to provide grant awards to CBOs to administer the program. With the Board's approval to transition from a pilot to a permanent program, using a two-year cycle for selecting CBOs for grant awards, Metro can continue to provide the needed service while effectively and efficiently dealing with unclaimed bicycles.

In February 2023, staff released the re-solicitation of the application and guidelines for a second term of the Adopt-A-Bike Program. A total of 11 CBO applications were received. Of these 11 applications, five are recommended for a grant award.

If this item is approved, the Metro CEO will administratively authorize grant awards of the Adopt-A-Bike Program on a bi-annual basis commencing with the administration of this second, two-year term

with five selected community-based organizations. The second term for the selected CBOs would begin on November 1, 2023 and expire on October 31, 2025³.

BACKGROUND

Metro collects 300-400 bicycles per month that are left behind on Metro's transit system, with up to 75% of these bicycles never claimed by their owners. In the past, these bicycles would be transported to Metro's lost and found for 90 days as required by state law. After 90 days, the abandoned bicycles became Metro property and were transported outside Los Angeles County for auction.

During the first term of the Adopt-A-Bike Program, a total of nine CBOs applied to the program, and six were selected to receive funding to administer, operate, and distribute bicycles to constituents in need. During year two of the first term, two CBOs dropped out of the program. To date, through the first term of the program, Metro has been able to put over 3,000 bicycles in the hands of Los Angeles County constituents who previously had limited mobility options. Recipients of these bicycles are now able to access work, school, or services through improved transportation options they would otherwise not have. As evidenced by letters of support (Attachment A) and media coverage (Attachment B), this program has proven to have a positive acceptance during its first term of two years of implementation.

DISCUSSION

The positive impact on constituents in Los Angeles County makes this program worthy of consideration for permanent adoption.

During the first term of the Adopt-A-Bike Pilot Program, staff conducted two input workshops with the contracted CBOs to assess the value of the program and its future moving forward. The first workshop was conducted at the end of year one, and the second was held near the end of year two. Below is a summary of the feedback received in each workshop:

Year One Experience

CBOs expressed gratitude for being able to participate in the program and for the support Metro's mini-grants provided them in distributing a total of 1,327 bikes in the program's first year. The CBOs cover different areas of the county with different demographics; however, the bicycles were primarily provided to college students and low-income families in Black and Latino communities. At the end of year one, two of the six CBOs decided to drop out of the program due to resource and operational reasons. The other four CBOs continued to receive and distribute bicycles each month.

On May 21, 2021, the Adopt A Bike Program was launched with a kick-off event at the Union Station Bike hub. Over 100 attendees from the public, including media and participating community-based organizations (CBOs), were present. 124 bicycles were donated to attendees on that day. All participating CBOs distributed bicycles during the kick-off events.

During the first year, Staff established the program's operations logistics. Every first Tuesday of the month staff conducted bicycle inspections at the lost and found and tagged bicycles in salvageable condition. Approximately 100 bicycles were processed each month. Bicycles were given out to participating CBOs on the fourth Tuesday of each month at the Union Station Bike Hub facility. Periodic workshops were conducted to evaluate the program and necessary arrangements, such as providing event venues, were made to assist the CBOs in distributing bicycles.

Year Two Experience

The program expanded its positive impact on the CBOs by distributing more bikes to low-income families, schools, churches, students in continuing education programs, Black Indigenous People of Color (BIPOC) groups, LGBTQ individuals, foster youth, unhoused youth, and people of all genders, with ages ranging up to 50 years old. Communities served by the pilot included East and South Los Angeles, Southeast communities, the City of Long Beach, the City of Cudahy, the City of Compton, and other Los Angeles County communities. In addition, CBOs partnered with schools and Boy Scouts Troops to hold bicycle repair training clinics. Other CBO partnerships included groups such as The LGBTQ Center of Long Beach, arts councils, and East Yard Communities for Environmental Justice serving Centennial High School in the City of Compton. Approximately 1,600 bikes were processed and donated in the second year of the pilot program.

Voucher Program

In addition, in response to over 30 inquiries Metro has received from Los Angeles County residents requesting a bike, staff has developed a voucher program that will direct these requests to the appropriate partnered CBOs to validate and fulfill. The voucher program is expected to be ready in November 2023, pending the adoption of the Adopt-A-Bike Program as a permanent program.

Program Comparison and Positive Impact of Ridership Data

In addition to the CBO feedback received, staff worked with the Metro Bikeshare. Planning and Operations team to estimate the positive impacts of the Adopt-A-Bike Program within the communities served. Based on the bicycles provided by the Adopt-A-Bike Program, it is projected that bicycle travel will increase by up to 5,196,000 miles in the program's initial two years when compared to the estimated average miles traveled per Metro Bikeshare bike during the same period (May 24, 2021, through May 24, 2023). This may even underestimate the number of trips the Adopt-A-Bike Program has made possible since Metro Bikeshare bikes are part of a fixed-station system, whereas Adopt-A-Bike bicycles can be ridden anywhere.

Metro's Adopt-A-Bike Program is unique in the nation by distributing bicycles abandoned on the transit system through local CBOs. The only other similar program, according to staff research, is the New York City Department of Transportation (NYC DOT) Bicycles for Asylum Seekers Program. NYC DOT partnered with Bike New York, the Department of Citywide Administrative Services, and the Mayor's Office of Immigrant Affairs to offer free bicycles donated by the public to asylum seekers. The New York program has donated 200 bicycles so far, compared to Metro's 3,000 donated bicycles.

Adopt-A-Bike Program Accolades

The Adopt-A-Bike Program has been recognized by Mass Transit Magazine, local newspapers, NBC News, Spectrum News, and social media platforms for its positive impact on the communities it serves (Attachment B). Metro Board offices have also inquired about promoting the program at events in their districts. Furthermore, three Adopt-A-Bike Program workshops were held during Metro's 2023 Take Our Kids to Work Day, which were well-attended with over 20 participants each. As a result of these sessions, some attendees inquired how they could help support the program by donating their unused bikes.

Future Terms of the Adopt-A-Bike Program

The permanent Adopt-A-Bike Program will begin its ongoing bi-annual process, starting with the administration of a second, two-year term with five selected community-based organizations. The following section discusses the process for the next term of the program that started at the beginning of 2023. Moving forward, the CEO will direct staff to continue to administer the Program on a bi-annual basis with funding appropriately budgeted through the annual budget process.

Outreach to Potential Applicants

The Adopt-A-Bike re-solicitation process for a second term launched in February 2023. To advertise this mini-grant opportunity, staff contacted approximately 100 local CBOs from Metro's Office of Equity and Race CBO database and collaborated with Metro's Community Relations Office. In addition, the solicitation was advertised through The Source, and email blasts were sent during the application period. An informational workshop highlighting eligibility requirements, information on the competitive selection process, scoring criteria, and partnership opportunities was also held two weeks before the application deadline, with a total of 25 CBOs and non-profit organizations attending.

In future rounds of the program, staff intends to follow the same outreach approach.

The Selection Process

For the program's second term, a three-member panel consisting of staff from Metro's Countywide Planning and Development Department, Office of Equity and Race, and Community Relations Office evaluated all submitted applications based on the scoring criteria shown in the table below. The minimum passing score requirement was set at 70 out of 100 points.

Categories	Max Points	Focus
General Information	10	CBO's name and contact information CBO's background and information
Workplan	25	Demonstrates an understanding of proposal and project goal
Project Feasibility	30	Provides an understanding of financial capabilities and provide a cost breakdown
Equity Impact	35	Application is innovative on how to assist resource challenge communities, demonstrates a need for bicycles, improve mobility, and identifies appropriate recipients
Passing Score	70/100	Minimum Eligibility Requirements

To ensure consistency and integrity during the evaluation process, scores and justifications were discussed in a review meeting, with the final scores provided two weeks after the application deadline.

Staff believes this approach resulted in an objective and robust evaluation process that would be emulated in future terms of the program.

DETERMINATION OF SAFETY IMPACT

The Adopt-A-Bike Program does not have an adverse impact on staff or Los Angeles County residents as it is a program that promotes the safety of its recipients. As part of this process, staff makes sure bicycles that are in safe, operable conditions are available for distribution. Grantees are also required to examine the bicycles and ensure they are operable with basic functioning components, such as brakes, and encourage the use of helmets while operating a bicycle.

FINANCIAL IMPACT

The total cost to Metro for the Adopt-A-Bike Program is estimated at \$220,000 a year. This includes \$150,000 for the mini-grant program for general expenses to cover transporting the bicycles, parts, and storage. The remaining expenses include \$40,000 for the auctioneer contract, \$18,332 to cover one-third of the labor costs of a temporary staff person to support the operation and administration of the program, and \$11,669 for a manager's time for grant oversight.

The program is funded through Propositions A and C, as well as Transportation Development Act administrative funds. Metro's adopted FY24 budget includes \$140,000 for the program in Cost Center 0441 (subsidies budget - Planning, Project #405301). Since this is a multi-year program, the Cost Center manager and the Chief Planning Officer will be responsible for budgeting necessary funds in future years through the fiscal year budget process. These funds are eligible for bus and rail operations.

EQUITY PLATFORM

The Adopt-A-Bike Program serves Los Angeles County constituents who live within economically disadvantaged communities. The Adopt-A-Bike Program focuses on providing mobility resources to disadvantaged communities that would otherwise experience transportation barriers. All five recommended CBOs provide their services in Equity-Focus Communities (EFCs) and cover different parts of the county.

The Adopt-A-Bike program encourages the engagement of CBOs in community outreach and problem-solving. The Adopt-A-Bike Pilot Program is committed to working collaboratively with CBOs that will assist in reaching communities that will benefit from this program. This program also allows Metro to redirect its resources and provide free bicycles to a segment of the population in need of a transportation option. Testimonials of the positive impact of CBOs working with marginalized groups and EFCs, removing barriers to using public transportation can be found in Attachment A.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the Adopt-A-Bike program as permanent supports Metro Strategic Plan Goal 3. The Adopt-A-Bike Program supports the enhancement of communities and lives through mobility access to opportunity. The distribution of unclaimed bikes through this program increases access to employment and services while also providing greater mobility across the county and promoting sustainable forms of transportation other than single occupancy vehicles.

ALTERNATIVES CONSIDERED

The Board can decide to continue the Adopt-A-Bike Program as a pilot. However, this approach is not recommended as it would create uncertainty around the future of the program and require staff to request approval from the Metro Board every two years. In addition, if the Board decides to suspend or cancel the program, this will go against the goals of the Metro Strategic Plan, hinder equity and increase transportation barriers on economically challenged communities throughout LA County, and present financial constraints to Metro for increased abandoned bicycle storage.

In addition, suspension or cancellation of the project is also not recommended, as the Adopt-A-Bike Program resents potential cost savings by minimizing the need for lost and found bicycle storage. If Metro ceases to operate the Adopt-A-Bike Program, Metro will need to invest in another storage facility outside of Gateway Plaza to house the lost bicycles before they can be auctioned. The recent Gateway Plaza storage area upgrade is estimated to cost over

\$500,000 without building and land costs. In addition, Metro will incur costs to recycle the bicycles that are not sold at auction. Continuing to operate the Adopt-A-Bike Program will potentially save the agency significant capital costs in addition to providing intangible equity value.

NEXT STEPS

Once approved, Metro's Transportation Demand Management staff in the Countywide Planning and Development Department will continue to administer the program. Staff will also proceed with notifying and initiating funding agreements with the selected CBOs (Attachment C).

Moving forward, staff will coordinate biannually with the Metro CEO to award mini-grants to the selected CBOs. Staff will continue to provide program updates to the Board every two years.

ATTACHMENTS

Attachment A - Grantees Letter of Support

Attachment B - Adopt-A-Bike Article Links

Attachment C - Grantees' Information and Service Region

Prepared by: Adela Felix, Manager, Transportation Planning, (213) 547-4207

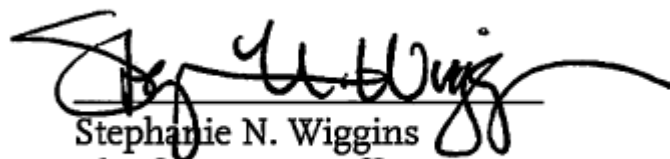
Frank Ching, Deputy Executive Officer, (213) 922-3033

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Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by:

Jim de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer



June 14, 20123

My name is Danny Gamboa. I am the Executive Director of Healthy Active Streets. We are a community based organization serving the greater Los Angeles County area. I am writing to express my support for the Adopt A Bike program. We have participated in Metro's Adopt A Bike program since its inception. I believe that this program is a valuable asset to our community and helps to promote a healthier and more sustainable lifestyle.

Bicycles are a great way to get around town. They are a good form of transportation, environmentally friendly, and good for your health. Riding a bike can help you to lose weight, reduce your risk of heart disease, and improve your mood. It can also help to reduce traffic congestion and air pollution by reducing VMT.

Metro's Adopt A Bike Program provides bicycles to people who cannot afford to buy their own. This allows more people to enjoy the benefits of bicycling. In the future we plan to provide bicycle safety education and maintenance training along with the Adopt A Bike program. This would help to ensure that people who receive bicycles from the program are able to use them safely and effectively. To date we have given away 265 bicycles at no cost to participants via the Adopt a Bike program. Participants' zip codes have ranged throughout Los Angeles County.

I believe that the Adopt A Bike program would continue to bring value to our community. I urge you to continue to approve and fund this program.

Sincerely,

A handwritten signature in black ink, appearing to read "Danny Gamboa".

Danny Gamboa
Executive Director
Healthy Active Streets
danny@healthyactivestreeets.org



June 15th, 2023

To Whom It May Concern:

Re: Metro Adopt A Bike Program

My name is Sonia Rojas and I am the Community Schools Planning Coordinator at Centinela Valley Union High School District. I am writing to express my deep admiration and support for the incredible work that Healthy Active Streets (HAS) does in our Hawthorne and Lawndale communities. I wanted to convey my heartfelt appreciation for the positive impact HAS makes with the bike donations.

The Centinela Valley Union High School District consists of three traditional high schools (Hawthorne, Lawndale, and Leuzinger) a continuation high school (R.K. Loyde), and Centinela Valley Independent Study School. CVUHSD serves approximately 6,000 9-12th grade students from neighborhoods in the South Bay area of Los Angeles County. We also have a growing population of Homeless and Foster Youth due to the ramifications caused by the pandemic. 85% of CVUHSD students are considered socioeconomically disadvantaged. The district enrolls students from the economically disadvantaged cities of Hawthorne, Lennox, and Lawndale where the median household income is \$45,542 with 20.5% of families living below the poverty line (compared to the state averages of \$61,632 and 14.4%).

I was very fortunate to have the opportunity to collaborate with the HAS Team and see at firsthand the transformative effect of the bike donations on the lives of students in need. During our introductory meeting, we shared our mission and visions of our organizations and immediately connected due to the alignment of our goals and efforts. Their commitment to providing an essential resource, a method of transportation is truly commendable. The compassion and dedication with which HAS carries out their mission, to educate, organize, and provide resources to underserved communities in order to achieve their vision of regional mobility, equity, and environmental justice.

The generous bike donations provided by HAS have had a profound and lasting impact on our communities. HAS consistently demonstrated a deep understanding of the pressing needs and have taken proactive steps to address them. HAS and CVUHSD strategically selected homeless, foster youth, and low-income students who were in need and would truly benefit from receiving a bicycle. Ever since the bike distributions, attendance rates have increased, tardies and absences have decreased due to removing the transportation barriers, students are on-time (they used to be more than hour late due to transportation issues, this translates to better attendance, higher grades, overall better academic performance to empower them to take ownership of their environment, be positive contributors and global citizens while being active and fostering a better mental health. Staff members have shared how bike recipients are much happier in school, healthier due to biking home and to school. Some homeless and foster students shared this is their first real gift or anything they have ever owned.

We meet regularly to discuss how to reach more students and families in need. HAS very gracefully has volunteered to do different events during the weekends to engage the community by teaching them the ABC Check (Air, Brakes, and Chain) this Fall and we cannot wait to make this happen. We have also planned to have Bike Safety Training to ensure students are informed of the transit rules, how to properly ride a bike, and feel comfortable on the road.

I want to express my gratitude to HAS for their commitment to ensure that resources reach those who need them most. This is a testament to their commitment to making a difference. I firmly believe that HAS' work is essential in creating a more compassionate and equitable society. Their tireless efforts and dedication to improving lives deserve high recognitions and ongoing support.

In conclusion, I want to thank HAS for the invaluable contributions they have made to our community. Your donations have the power to uplift individuals, restore hope, and create lasting change. Hoping they can continue with the exceptional work. Thank you for supporting organizations like HAS who are truly committed to making a difference every day. This letter expresses our support and commitment to working with HAS - Healthy Active Streets to help achieve their vision of regional mobility, equity, and environmental justice while we uplift and serve our communities.

With sincere gratitude,

Dr. Sonia Rojas

Sonia Rojas, Ed.D, P.P.S.
Community Schools Planning Coordinator
Educational Services Division
Centinela Valley Union High School District

RE: Metro's Adopt A Bike program

I am writing to express my strong support for the Adopt-A-Bike Program. This program, launched in 2021 by LA Metro in partnership with various community groups, provides residents of L.A. County who are most in need with the opportunity to adopt a previously owned bicycle. Our organization, Instituto de Avance Latino (IDEAL), had the opportunity to be one of the chosen CBOs for this program.

The Adopt-A-Bike Program is a valuable asset to our community. It provides a much-needed transportation option for people who might otherwise be unable to afford a bike. This can help them get to and from work, school, and other places. It can also help them stay active and healthy. In our time in this program, we have given over 300+ bikes to people in our community in 2 years.

One of the most impactful stories of the Adopt-A-Bike Program is about a woman who works at a shelter for victims of torture. She reached out to us after learning about the program online. We provided her with some bikes, which she then gave to people who had lost hope in humanity. These people had been betrayed and hurt by those they loved, and they were struggling to find a way to move on. The bikes gave them a sense of hope for the future. They were able to use the bikes to get around, get some exercise, and meet new people. This helped them to start rebuilding their lives and regain their sense of hope.

The Adopt-A-Bike Program is a simple but effective way to improve the lives of people in our community. It provides them with a transportation option they might not otherwise have and helps them stay active and healthy. The Adopt-A-Bike Program makes a real difference in the lives of our community members.

Sincerely,

Joshua Rincon

Josh Rincon
Program Director at IDEAL CDC

ATTACHMENT B

Articles on Metro's Adopt-A-Bike Program are provided at the below links:

- <https://www.nbclosangeles.com/news/local/metro-launches-bike-program-to-give-unclaimed-bikes-to-disadvantaged-for-free/2601401/>
- <https://spectrumnews1.com/ca/la-west/transportation/2021/05/21/metro-launches-adopt-a-bike-program-to-donate-bicycles-left-on-buses-and-trains>
- <https://thesource.metro.net/2021/05/20/metro-launches-new-adopt-a-bike-program-to-improve-mobility-of-those-in-need/>
- <https://www.masstransitmag.com/alt-mobility/shared-mobility/bicycle-scooter-sharing/press-release/21224038/los-angeles-county-metropolitan-transportation-authority-metro-la-metro-launches-new-adoptabike-program-to-improve-mobility-of-those-in-need>

Attachment C – Grantees’ Information and Service Region

Grantees’ Name	Service Region	Organization Information
* Instituto de Avance Integral Latino CDC (IDEAL)	East Los Angeles/Southeast Communities	<p>Instituto de Avance Latino (IDEAL) envisions a community where sustainable transportation and healthy living are at the forefront. We strive to create a culture where biking and other sustainable transportation options are accessible and encouraged, promoting physical health and environmental sustainability.</p> <p>Through their partnership with Metro for the Adopt-a-Bike program, they have been able to make tangible progress towards this vision by distributing over 580 bikes to deserving families and students. By partnering with local high schools, faith-based organizations, and other non-profits, they are not only providing transportation options but also promoting a healthy and active lifestyle.</p>
*Healthy Active Streets	Long Beach/Southeast Communities	<p>Healthy Active Streets was formed in 2014 with the goal of leveraging the bicycle as a tool to empower youth, communities of color, women, and other disenfranchised groups, and has been operating 501c3 since 2021. Their mission is to educate, organize, and provide resources to underserved communities to achieve our vision of regional mobility, equity, and environmental justice. Healthy Active Streets is an anti-racist community-based organization. Healthy Active Streets (HAS) has been contracted to work with Metro's Adopt-a-Bike Program for the past two years, successfully distributing bicycles to underserved communities of color primarily in Long Beach/Southeast Los Angeles and beyond. HAS uses the bicycle as a tool to empower youth, communities of color, women, and LGBTQ+ by leading bike rides and offering free bikes, bike repair, bike safety, and bike valet services independently and in partnership with other community groups, and non-profit organizations.</p>

Attachment C – Grantees' Information and Service Region

Re:Ciclos, a project of CRSP	Koreatown	<p>Re:Ciclos is a project that redesigns and re-fabricates discarded bicycles and scrap material into cargo bicycles that are then distributed to the local community in the central Los Angeles area. When possible, the project engages students from the local vicinity through internships in assisting in the creation of these human-powered vehicles. Re:Ciclos seeks to partner with other local organizations to provide intersectional collaborations to bring these vehicles to a variety of community members, from unsheltered individuals to families to businesses.</p>
Day One	Pasadena, El Monte, San Gabriel Valley and Pomona	<p>Day One's vision is to create a healthy, connected, vibrant world. Our agency has been providing prevention services for over 35 years. In this time, our team has learned the importance of listening, learning, and leading. The organization works collaboratively with youth, parents, and community partners to share best practices, increase knowledge of healthy life habits, and implement safeguards that help keep youth and families healthy and safe. They recognized low low-income community members are transit and/or bicycle-dependent for transportation and aim to work with the Adopt A Bike program to enable access to inexpensive and sustainable transportation, thereby increasing opportunities for work, education, and healthcare. Day One also values the reduction of GHG emissions and VMT which are inherent benefits from increased biking, walking, and transit use.</p>

Attachment C – Grantees' Information and Service Region

Bike Oven	Northeast Los Angeles (Cypress Park, Glassell Park, Highland Park, Lincoln Heights, Boyle Heights, El Sereno)	<p>The Bike Oven is a community-based organization located in Northeast Los Angeles that aims to provide education on bicycle repair and safety in addition to promoting bicycling as a healthy leisure activity as well as a sustainable method of transportation. Bike Oven operates every day of the week to provide a cost-accessible tool-share and community workspace, bicycle repair education, and community gathering space. Bike Oven is a non-profit organization run by 100% volunteers.</p> <p>The Bike Oven's vision is to provide the tools, knowledge, and guidance needed to empower members of the community to be confident and self-reliant in undertaking the repair and maintenance of their own bicycles. Bike Oven strongly believes that a person's financial situation should not be a barrier to having access to and maintaining a safe, reliable, and economical form of transportation. They strive to promote cycling as a fun, safe, and sustainable method of transportation to promote healthier and more interconnected communities.</p>
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**Remark: Incumbent organization participated in the initial two years of the Adopt A Bike program.*



Board Report

File #: 2023-0445, File Type: Program

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$2,137,325 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Westside Cities Subregion (the Subregion) and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects which have received prior Board approval. Funds are programmed through Fiscal Year (FY) 2024-25. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2021, the Metro Board of Directors approved the Westside Cities Subregion's first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the first Plan, staff provided an annual update to the Board in October 2022.

Based on the amount provided in the Measure M Expenditure Plan and Measure M Administrative

Procedures, a total amount of \$40.3 million was forecasted to be available for programming for Fiscal Year (FY) 2017-18 to FY 2026-27. In prior actions, the Board approved programming \$27.1 million through FY 2024-25. Therefore, \$13.2 million was available to the Subregion for programming as part of this annual update.

DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and implementing agencies for this annual update, including changes to the scope of work requests. To confirm project eligibility, reconfirm project funding eligibility for those that request changes to the scope of work, and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expect the collection of these project details in advance of Metro Board action to enable timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programmed in FY 2024-25, Metro accepted higher-level, relevant project details for the review process. Through an annual process, Metro staff will work with the WCCOG and implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines. Additionally, per the Guidelines, all projects are subject to close-out audit after completion.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to four existing projects and two new projects as follows:

Beverly Hills

- Program additional \$764,801 in FY 2024-25 for MM4801.02, MM4801.03, and MM4801.04 combined project and update the project name to La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements. The funds will be used for the project's Plans Specifications and Estimates (PS&E) and construction phases. The project is expected to be completed when the Purple (D Line) Extension Section 2 is expected to open for service in 2025.

Culver City

- Program \$798,364 in FY 2024-25 for MM4801.17 - Sepulveda Corridor Mobility Lane Project. The funds will be used for the project's construction phase.

LA City

- Reprogram previously approved \$4,393,838 as follows: \$878,768 in FY 2023-24 and \$3,515,070 in FY 2024-25 for MM4801.09 - Connect Del Rey Stress-Free Bicycle Enhanced Corridor. The funds will be used for the project's PS&E and construction phases.

- Reprogram previously approved \$3,168,000 to FY 2024-25 for MM4801.10 - Expo Bike Path Gap Closure. The funds will be used for the project's construction phase.

West Hollywood

- Deobligate all \$1,211,000 from MM4801.16 - Willoughby, Vista, Gardner Greenways. The City requested the deobligated funds to be reallocated to another project.
- Program \$1,785,160 as follows: \$1,211,000 in FY 2023-24 and \$574,160 in 2024-25 for MM4801.18 - Fountain Ave Protected Bike Lanes. The funds will be used for the project's PS&E phase.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2023-24, \$12.9 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Cities within the defined Westside Cities subregional boundary of the Measure M program contain Equity Focus Communities (EFC) in jurisdictions, including Culver City, Santa Monica, West Hollywood, and the City of Los Angeles. Two percent of census tracts are defined as EFC in the Subregion. The jurisdictional requests are proposed by the cities and approved/forwarded by the Subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the Subregion undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of the cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the additional programming of funds or scope of work and schedule changes for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

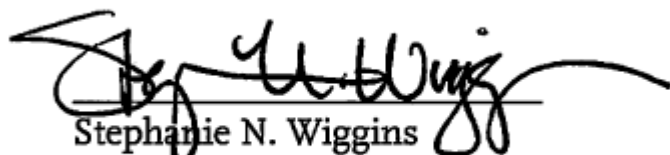
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2023-24. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

Westside Cities Subregion

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
1	WCCOG	MM4801.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		\$ 94,989		\$ 94,989	\$ 94,989					
2	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega & Rodeo Drive Purple Line Stations - Pedestrian and Wayfinding FLM Improvements	PS&E Construction	Chg	1,614,158	764,801	2,378,959		1,614,158		764,801		
3	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction		842,496		842,496		842,496				
4	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle		100,000		100,000			100,000			
5	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction	Compl	742,495		742,495	742,495					
6	Culver City	MM4801.17	Sepulveda Corridor Mobility Lane Project	Construction	new		798,364	798,364				798,364		
7	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		2,561,297		2,561,297		2,561,297				
8	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction	Chg	4,393,838		4,393,838			878,768	3,515,070		
9	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction	Chg	3,168,000		3,168,000				3,168,000		
10	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction		8,406,584		8,406,584			1,681,317	6,725,267		
11	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		711,471		711,471	550,000		161,471			
12	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000		150,000	350,000			
13	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	804,000					
14	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction		2,062,589		2,062,589	128,000		968,000	966,589		
15	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	Construction	Deob	1,211,000	(1,211,000)	-						
16	West Hollywood	MM4801.18	Fountain Ave Protected Bike Lanes	PS&E	new	-	1,785,160	1,785,160			1,211,000	574,160		
Total Programming Amount						\$27,212,917	\$2,137,325	\$29,350,242	\$2,319,484	\$2,606,654	\$7,911,853	\$16,512,251	\$ -	\$ -

^ Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.



Board Report

File #: 2023-0544, File Type: Agreement

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

SUBJECT: TAYLOR YARD SENIOR HOUSING - GROUND LEASE TERM EXTENSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. ("TYSH") to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development ("HCD").
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

ISSUE

Metro and TYSH are parties to a long-term ground lease that has provided for TYSH's construction and operation of a joint development project containing 107 affordable apartments for seniors and 8,290 square feet of commercial space (the "Senior Housing Project") on 1.8 acres of Metro property. The ground lease commenced on December 3, 2014, and has a Board-approved term of 68 years that will expire in approximately 59 years on December 2, 2082. The ground lease does not contain any options to extend.

TYSH is attempting to refinance the project's construction debt with new permanent financing, including a \$2.5 million loan from HCD. Current HCD lending regulations require the ground lease to have a remaining term of at least 65 years (approximately six years longer than the remaining ground lease term). The recommended action will allow Metro and TYSH to extend the ground lease term to accommodate TYSH's access to HCD financing.

BACKGROUND

The Senior Housing Project was completed in the summer of 2017 and has provided affordable apartments to 107 low-income senior households since then. The project is part of a larger community constructed by McCormack Baron Salazar, the parent company of TYSH, and LA Urban Homes on a 17-plus acre portion of Metro's Taylor Yard property in the Cypress Park neighborhood of Los Angeles. To date, six separate projects and most of the Taylor Yard community infrastructure have been completed in accordance with existing Board authority. Together, these projects provide 305 apartments (194 affordable apartments for families, 107 affordable apartments for seniors, and four unrestricted apartments for on-site managers), 95 market-rate condominiums, and 8,290 square feet of commercial space (see Attachment A - Unit and Affordability Breakdown).

An approximately 0.7-acre developable lot and an approximately 0.4-acre community park that will supplement existing green space within the development remain to be developed. Metro and McCormack Baron Salazar have started preliminary discussions regarding the proper scope of development for the 0.7-acre lot. These discussions will be followed by appropriate community outreach to help inform the ultimate project scope. McCormack Baron Salazar has been working with the Taylor Yard community on the final design, scope, and budget for the community park, which contemplates a tot lot, dog run and green space.

DISCUSSION

Extending the ground lease term to accommodate HCD's lending requirements will allow for the Senior Housing Project's long-term financial viability. The capital stack comprising the Senior Housing Project's permanent financing includes loans from Chase Bank, HCD, and the Los Angeles Housing Department, along with tax credit equity allocated by the California Tax Credit Allocation Committee. Financing commitments from these entities, including HCD's \$2.5 million commitment, were secured before the ground lease's commencement. TYSH's original plan was to complete the project and convert its construction financing to permanent financing before December 2, 2017, the end of the ground lease's third year. This would have provided a remaining ground lease term of more than 65 years, meeting HCD's requirement. However, construction and financing-related complications prevented TYSH from converting its financing until now, leading to the need to extend the lease term.

In exchange for the term extension, Metro will require that the Senior Housing Project's 107 affordable apartments remain affordable to seniors over the entire ground lease term.

At the commencement of the ground lease, Metro received a capitalized base rent payment of \$2,877,131, covering the ground lease's current 68-year term. This amount was equal to the Consumer Price Index-adjusted fair market value of the premises in February 2012. Given that TYSH has already provided Metro with a payment equal to the premises' fair market value, and that the project's 107 affordable units will remain affordable to seniors over the entire ground lease term, staff is not recommending that TYSH provide additional monetary compensation for the ground lease extension.

CEQA Determination

CEQA requires analysis of agency approvals of discretionary "projects." A "project," under CEQA, is

defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment” (CEQA Guidelines Section 15378). Staff has reviewed the proposed extension to the ground lease to determine the required level of review under CEQA.

The proposed action is exempt from CEQA under CEQA Guidelines Section 15061(b)(3) (Common Sense Exemption). Section 15061(b)(3) of the CEQA Guidelines states that an activity is covered by the commonsense exemption if such activity does not have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA review.

There is no possibility that the proposed extension of the ground lease will result in a physical change in the environment. The subject property is occupied by an existing mixed-use project containing a small amount of ground-floor commercial space and affordable housing for low-income seniors, and there are no plans to modify the existing use. The extension of the ground lease will not disturb the physical environment. Therefore, no further environmental review is required.

EQUITY PLATFORM

The impacts of the recommended action will primarily benefit the low-income seniors currently housed in the Senior Housing Project’s 107 affordable apartments, who would remain housed in the project without disruption. This recommended action will improve Metro’s equity outcomes by allowing residents from marginalized populations to continue to pay below-market rents for housing in LA County’s high-cost housing market.

Alternatively, failure to take the recommended action would likely lead to Taylor Yard Senior Housing defaulting on their construction loan, the construction lender foreclosing on the Senior Housing Project, and potential disruption of project operations, leading to an unsettling environment for the project’s senior residents. No burdens are foreseen from this action and no community outreach is needed, as the recommended action would merely extend the term of an existing ground lease allowing the ground lease tenant to access permanent financing for an already constructed and operating project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety.

FINANCIAL IMPACT

Impact to Budget

Adoption of the recommended actions would not impact Metro’s budget. Funding for joint development activities related to this project is included in the FY24 Budget in Cost Center 2210, under Project 401006.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support Goal #3 of the Metro Vision 2028 Strategic Plan, which seeks to enhance communities and lives through mobility and access to opportunity. The recommended extension of the ground lease term will allow the Senior Housing Project to remain financially viable, providing much-needed affordable housing to Los Angeles County's senior citizens.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action to extend the ground lease term. Staff does not recommend this alternative because it would likely lead to a default by TYSH on its construction loan, foreclosure by TYSH's construction lender, and, ultimately, a new operator for the Senior Housing Project selected by that lender.

In addition, failure to proceed with the recommended action could result in the California Tax Credit Allocation Committee imposing a severe penalty on McCormack Baron Salazar. The committee has given TYSH until November 1, 2023, to submit the Senior Housing Project's "placed in service" documentation, which includes evidence of the project's permanent financing and a request for issuance of the tax credits already allocated to the project by the committee.

NEXT STEPS

Upon authorization of the recommended actions, staff and TYSH will amend the ground lease to: (a) extend the ground lease term up to seven years, ensuring that the remaining term meets HCD's 65-year requirement, and (b) ensure the Senior Housing Project's 107 affordable senior apartments remain affordable throughout the entire term. The ground lease amendment will be completed as part of the closing for the Senior Housing Project's permanent financing, which would occur immediately following the Board's action on October 26, 2023, to accommodate the California Tax Credit Allocation Committee's November 1, 2023 submittal deadline for disbursement of tax credits.

Also, with Board approval of the staff recommendation, staff will file the CEQA Notice of Exemption with both the Los Angeles County Clerk and the State Clearinghouse.

ATTACHMENTS

Attachment A - Unit and Affordability Breakdown

Prepared by: Greg Angelo, Director, Real Property Management & Development, (213) 547-4269
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

UNIT AND AFFORDABILITY BREAKDOWN

Affordable Apartments in Taylor Yard				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	4	0	4
60% AMI	60	39	34	133
55% AMI	0	0	0	0
50% AMI	11	11	11	33
45% AMI	12	12	9	33
40% AMI	12	12	9	33
35% AMI	12	12	9	33
30% AMI	<u>15</u>	<u>12</u>	<u>9</u>	<u>36</u>
<i>Total</i>	<i>122</i>	<i>102</i>	<i>81</i>	<i>305</i>

Taylor Yard Senior Housing Affordability				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	1	0	1
60% AMI	51	0	0	51
55% AMI	0	0	0	0
50% AMI	10	1	0	11
45% AMI	10	1	0	11
40% AMI	10	1	0	11
35% AMI	10	1	0	11
30% AMI	<u>11</u>	<u>1</u>	<u>0</u>	<u>12</u>
<i>Total</i>	<i>102</i>	<i>6</i>	<i>0</i>	<i>108</i>



Next stop: vibrant communities.

**Taylor Yard Senior Housing -
Ground Lease Term Extension**
Planning & Programming Committee
October 18, 2023
Legistar File: 2023-0544



Recommendations

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. (“TYSH”) to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development (“HCD”).
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061 (b) (3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

Taylor Yard Community

- Taylor Yard is a mostly residential community built over multiple phases on 17 acres of Metro land, providing:
 - 305 apartments
 - 197 family affordable
 - 107 senior affordable
 - 4 unrestricted
 - 95 condominiums
 - 8,290 sq. ft. of commercial space



Affordable Apartments in Taylor Yard				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	4	0	4
60% AMI	60	39	34	133
55% AMI	0	0	0	0
50% AMI	11	11	11	33
45% AMI	12	12	9	33
40% AMI	12	12	9	33
35% AMI	12	12	9	33
30% AMI	<u>15</u>	<u>12</u>	<u>9</u>	<u>36</u>
<i>Total</i>	<i>122</i>	<i>102</i>	<i>81</i>	<i>305</i>

Taylor Yard Senior Housing

- Taylor Yard Senior Housing:
 - 1.8-acre site (ground leased by TYSH)
 - 108 apartments (107 affordable for seniors)
 - 8,290 sq. ft. of commercial space
 - Completed: Summer 2017



Taylor Yard Senior Housing Affordability				
<i>AMI Restriction</i>	<i>1-BR</i>	<i>2-BR</i>	<i>3-BR</i>	<i>Total</i>
Unrestricted	0	1	0	1
60% AMI	51	0	0	51
55% AMI	0	0	0	0
50% AMI	10	1	0	11
45% AMI	10	1	0	11
40% AMI	10	1	0	11
35% AMI	10	1	0	11
30% AMI	<u>11</u>	<u>1</u>	<u>0</u>	<u>12</u>
<i>Total</i>	<i>102</i>	<i>6</i>	<i>0</i>	<i>108</i>

Issue

- TYSH is attempting to refinance the project's construction debt with new permanent financing, including a \$2.5M loan from HCD
- Current HCD lending regulations require a remaining ground lease term of at least 65 years from HCD's funding of the loan
- TYSH's current ground lease term expires on December 2, 2082 (i.e.; in approximately 59 years)
- A ground lease term extension of 6-7 years is needed to access the HCD funding
- TYSH planned to complete the refinancing before the end of the ground lease's third year (leaving a remaining ground lease term of more than 65 years), but construction and financing-related complications delayed conversion

Considerations

- Extending the ground lease term to accommodate HCD's lending requirements will allow for the project's long-term financial viability
- In exchange for the term extension, Metro will require that the project's 107 affordable apartments remain affordable to seniors over the entire ground lease term
- In 2014, Metro received an approx. \$2.9 million capitalized ground rent payment that was equal to the fair market value of the site, so no additional monetary compensation is recommended

Next Steps

- Execute the ground lease amendment as part of TYSH's permanent financing conversion before a November 1, 2023, tax credit funding deadline





Board Report

File #: 2023-0558, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

**SUBJECT: PROGRAMMING LOCAL FUNDS FOR EAST SAN FERNANDO VALLEY LIGHT
RAIL TRANSIT PROJECT**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. DETERMINING the Measure R projects San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 are complete with surplus Measure R funds remaining in the amount of \$231,417,000;

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)
- B. PROGRAMMING \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits to the San Fernando Valley East Light Rail Transit project; and
- C. PROGRAMMING \$128,549,218 of non-federal funds in the Long Range Transportation Plan in the third decade of Measure R for uses within the Arroyo Verdugo subregion.

ISSUE

This Board action will determine that two Measure R projects are complete, which is required by the Measure R Ordinance to reprogram the funds for another capital project in the subregion. A portion of the Measure R surplus funds were swapped with Proposition C 25% funds in 2016, which were described as “replacement credits,” and this current Board action would reprogram both the Measure R surplus and the replacement credits to the East San Fernando Valley Light Rail Transit project. The Measure R projects that have a surplus (i.e., they have been completed without using all the Measure R funds allocated by the Ordinance) are funded from the Highway Capital Subfund and would need to be transferred to the Transit Capital Subfund for use on East San Fernando Valley Light Rail Transit.

The I-5 Capacity Enhancement from SR-134 to SR-170 project transverses through two current subregions as defined by Metro - San Fernando Valley and Arroyo Verdugo. The East San Fernando Valley Light Rail Transit project is entirely in the current boundary of the San Fernando Valley

subregion. The Arroyo Verdugo subregion has requested that a proportional share of the surplus and replacement credits be spent in Arroyo Verdugo. This Board item would program \$128,565,757 of non-federal funds (currently planned as Proposition C 25% funds) for uses in Arroyo Verdugo.

BACKGROUND

The East San Fernando Valley Light Rail Transit project is proceeding through the preconstruction phase of a progressive design/build contract. Metro is concurrently pursuing a federal Expedited Project Delivery (EPD) program grant of up to \$908.75 million that would fund approximately 25 percent of the project costs. The EPD grant requires that Metro meet several conditions prior to May 10, 2024, or the Letter of Intent to obligate the funds will expire. One of the conditions is committing the non-federal funds. The programming of Measure R surplus and Proposition C replacement credits by the Metro Board will commit sufficient non-federal funds to the East San Fernando Valley Light Rail Transit project to satisfy the conditions of the EPD grant.

DISCUSSION

The San Fernando Valley North-South Rapidways (Canoga Corridor) project, also known as the Metro Orange Line Extension to Chatsworth, was opened for service in June 2012. This project was completed without expending the full \$182 million of Measure R funds allocated by the Measure R Ordinance. The Metro Board has not yet reprogrammed these Measure R surplus funds for any other capital project within the same subregion, and this Board action would determine that the project is complete and reprogram the funds for East San Fernando Valley Light Rail Transit. The Measure R Ordinance (Section 7(d)(4)) specifies that:

'In the event that a Capital Project identified in Attachment A as a "Transit" is completed without the expenditure of the amount of Net Revenues allocated by this Ordinance, any surplus Net Revenues allocated to that Capital Project shall be credited to the Transit Capital Subfund and expended for Capital Projects located within the same subregion as the project so completed.'

The project I-5 Capacity Enhancement from SR-134 to SR-170, subsequently combined with a northern segment to SR-118, was opened to traffic in April 2022. Caltrans, which managed the construction, accepted the contractors work in June 2023. This project was completed without the expenditure of \$250,729,000 of Measure R funds and Proposition C replacement credits that were initially included in the Measure R Expenditure Plan. The replacement credits were approved by the Metro Board at its meeting of January 2016 . At that time, Metro staff recommended the creation of replacement credits, or a swapping of, or use of Measure R instead of the Proposition C 25% that was programmed on the project. This was done because the use of Proposition C 25% would have required the issuance of debt, and the use of Measure R could be funded with cash, saving interest cost from debt. Based on actual expenditures on the project, the Measure R surplus is currently \$49,417,000, and the replacement credits are \$201,312,900.

East San Fernando Valley Light Rail Transit Funding Plan

Metro and the Federal Transit Administration (FTA) are currently evaluating the project cost, schedule, and risk and tracking the various work products needed to meet the conditions of the EPD

grant. The current project cost for purposes of the EPD grant, based on input from FTA, is \$3,573,952,016. This cost will differ from the expected Metro Life of Project budget as it excludes previous planning costs that are not eligible for the EPD grant (but include finance charges, which are not part of Metro's project budget). Metro has secured much of the funding through the Measure R and Measure M Expenditure Plans and from State grants, including a \$600 million award in January 2023 from the Transit and Intercity Rail Capital Program. The remaining funds to be secured include the EPD grant of up to \$908,750,000 and, \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits.

Arroyo Verdugo Subregion

The project I-5 Capacity Enhancement from SR-134 to SR-170, which will have \$250,729,900 of Measure R surplus and replacement credits, is 4.82 miles in the Arroyo Verdugo subregion and 4.58 miles in the San Fernando Valley subregion (based on Caltrans postmiles). The proportional amount of miles in Arroyo Verdugo is 51.27% (truncated to one hundredth of one percent), which equates to \$128,549,218 of the surplus and replacement credits.

Measure R requires that the surplus be spent in the same subregion, and when Measure R was enacted, there was no formal Arroyo Verdugo subregion with defined boundaries. When the replacement credits were created, the Board action identified both San Fernando Valley and the Arroyo Verdugo subregion in relation to I-5 Capacity Enhancement from SR-134 to SR-170 but did not specify how the replacement credits would be allocated among the subregions.

Metro staff have met with the governing bodies of both San Fernando Valley and Arroyo Verdugo subregions to determine if they support the use of the I-5 Capacity Enhancement from SR-134 to SR-170 Measure R surplus and replacement credits on the East San Fernando Valley Light Rail Transit project. The San Fernando Valley Council of Governments approved an action in support on October 2, 2023, and Arroyo Verdugo Communities Joint Powers Authority approved an action in support on October 5, 2023, subject to Metro programming non-federal funds in the Metro Long Range Transportation Plan for use in the Arroyo Verdugo subregion, recognizing the subregion first in the event the funding can be accelerated, and considering use of alternative funding that may be more flexible should this be available (Attachment A).

EQUITY PLATFORM

This Board action will provide funding to construct a major transit project in the San Fernando Valley. The East San Fernando Valley Light Rail Transit alignment is in a disadvantaged, underserved community where access to premium transit service is limited. Equity Focus Communities (EFC) are within walking and biking distances to the proposed stations and the Project will improve access for transit riders in EFC along the route to additional destinations. Approximately 17.5% of the households in the project's study area are below the poverty level, which is 0.2% higher than the City of Los Angeles and 3.5% higher than the County of Los Angeles. The Hispanic or Latino population represents 71.7% of the total population within the project area. The project provides residents with premium transit service to better access employment, health, and educational opportunities. The first last mile component of the project will connect underserved neighborhoods to the Metro transit network.

No adverse equity impacts are anticipated from determining the San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 projects are complete, transferring surplus Measure R funds from the Highway Capital Subfund to the Transit Capital Subfund, or programming Measure R funds for uses within the Arroyo Verdugo subregion.

DETERMINATION OF SAFETY IMPACT

The recommended actions will have no direct impact on the safety of our customers or employees.

FINANCIAL IMPACT

Approval of the recommendation would result in the programming of \$231,417,000 of Measure R funds and \$201,312,900 of Proposition C 25% funds for the East San Fernando Valley Light Rail Transit project between fiscal years FY 2025 and FY 2031, which will help secure up to \$908,750,000 from the federal EPD grant by May 2024. The programming of Measure R and Proposition C 25% may result in additional debt up to the amount programmed and interest cost that could be payable over 30 years. Board approval would also program non-federal funds in the third decade of Measure R for uses as determined by the Arroyo Verdugo subregion.

Impact to Budget

The staff recommendations do not impact the FY 2024 budget as the funding impacts FY 2025 through FY 2031.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Board action will provide funding to help deliver the East San Fernando Valley Transit project, which supports Strategic Plan Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling. The project is expected to improve travel time, mobility, transit access, and connectivity to Metro's regional transit system. By 2040, the project is expected to reduce travel time for transit passengers from 48 minutes to approximately 30 minutes between the Metro G (Orange) Line Station and the Sylmar/San Fernando Metrolink Station.

This item also supports the Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." This programming action helps ensure fiscal responsibility in how programming decisions are made and transparency in the agency's investment decisions.

NEXT STEPS

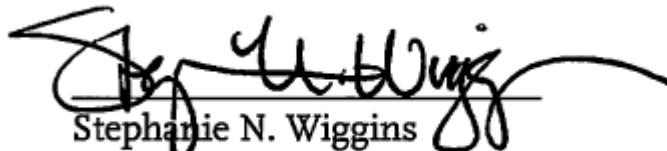
Upon approval of this item, Metro staff will inform FTA that it has committed the funds needed to satisfy the conditions of the EPD Letter of Intent. Metro staff will transfer funds as needed from the Measure R Highway Capital Subfund to the Measure R Transit Capital Subfund to fund East San Fernando Valley Light Rail Transit expenditures and also incorporate the programming of non-federal funds for projects in the Arroyo Verdugo subregion, in the third decade of Measure R, as part of the Long Range Transportation Plan, subject to funding availability.

ATTACHMENTS

Attachment A - San Fernando Valley Council of Governments and Arroyo Verdugo Communities Joint Powers Authority actions in support of Metro programming

Prepared by: Craig Hoshijima, EO, Countywide Planning and Development, (213) 418-3384
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Stephanie N. Wiggins
Chief Executive Officer

**Attachment A – San Fernando Valley Council of Governments and
Arroyo Verdugo Communities Joint Powers Authority actions in
support of Metro programming**



San Fernando Valley Council of Governments

DATE: September 27, 2023

TO: Board of Directors

FROM: John Bwarie, Executive Director

RE: **LA Metro Programming of Local Funds for East San Fernando Valley LRT**

RECOMMENDATION

Support the LA Metro plan to program surplus Measure R and “replacement credits” to the East San Fernando Valley Light Rail Transit Project

BACKGROUND

Metro is in preconstruction for the East San Fernando Valley Light Rail Transit Project (the Project), which is a planned 6.7-mile light rail line on Van Nuys Boulevard that connects the Metro G (Orange) Line to Van Nuys and San Fernando Road. The current cost estimate for the Project is \$3.57 billion. Metro is compiling the funding for the cost to complete the project, including a federal Expedited Project Delivery grant of up to \$908.75 million. Metro must have all the non-federal funding committed to the Project to qualify for the federal grant.

Metro has completed two projects that are entirely or partially in the San Fernando Valley subregion (as defined by Metro) – the San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 that have designated funding from the countywide Measure R sales tax but did not expend all the designated funding. The Canoga Corridor project has \$182 million of unexpended or surplus Measure R funds. The I-5 project has \$49.4 million of surplus Measure R and \$201.3 million of “replacement credits.” Metro created the replacement credits by swapping Proposition C 25% funds (another Metro countywide sales tax) with the Measure R in 2016. Metro did this to reduce the amount of Proposition C debt to be issued and the resultant interest cost. The Metro Board will consider whether to program the surplus and replacement credits, totaling \$432.7 million to the Project at its October 26, 2023 meeting. Metro believes it has all other funding committed to the Project.

The Measure R ordinance requires that the Metro Board determine a project is complete for a project to have surplus, and that any surplus is spent in the same subregion. The replacement credits are no longer Measure R funds and are not bound by the Measure R ordinance; however, the Metro Board agreed in 2016 that the replacement credits would be spent in the same subregion as the projects that were completed. The Canoga Corridor project is entirely in the San Fernando Valley subregion, as currently defined by Metro. The I-5 project is 51.27% in the Arroyo Verdugo subregion and 48.73% in the San Fernando Valley based on the physical length of the project. Because a portion of the I-5 project is in the Arroyo Verdugo subregion, the Metro Board will consider separately programming \$128.5 million of Proposition C 25% funds for eligible uses in the Arroyo Verdugo subregion beginning in fiscal year 2030.

The Metro Board will consider determining whether the Canoga Corridor and I-5 projects are complete, programming the \$432.7 million of Measure R surplus and replacement credits to the Project, and programming \$128.5 million to Arroyo Verdugo at its October 26, 2023 meeting. Neither the Measure R ordinance nor Metro Board policy require that the SFVCOG approve these actions. But Metro is seeking the support of the SFVCOG prior to taking its own actions.



Arroyo Verdugo Communities Joint Powers Authority

VII.C

DATE: October 5, 2023
TO: Governing Board
FROM: Alex Hernandez, Treasurer
SUBJECT: I-5 HOV Capacity Enhancement Surplus Funds

RECOMMENDATION:

That the Governing Board provide direction to staff on Metro request for I-5 HOV Capacity Enhancement funds, as follows:

- Option 1: Support the allocation of I-5 HOV Capacity Enhancement surplus funds in the amount of \$128,549,218 to be reprogrammed to the East San Fernando Valley Project, with the same amount in local (Prop C) funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority; or
- Option 2: Not Support the allocation of I-5 HOV Capacity Enhancement surplus funds to be reprogrammed to the East San Fernando Valley Project and instead request the funds in the amount of \$128,549,218 be made available to the Arroyo Verdugo Communities Joint Powers Authority.

BACKGROUND:

The Los Angeles County Traffic Relief and Rail Expansion Ordinance (Measure R) is a voter approved half-cent sales tax for Los Angeles County that finances new transportation multi-modal projects and programs. The associated expenditure plan includes a list of projects to benefit from the sales tax revenue with the ordinance providing stipulations for use of such funds, amongst other conditions to be adhered to. Section 7 outlines uses of the funds including sub-section 4 which stipulates that any surplus net revenues allocated to a particular project shall be credited and expended within the same subregion the initial funds were allocated to.

In August 2023, Los Angeles County Metropolitan Transportation Authority (Metro) contacted Arroyo Verdugo Communities Joint Powers Authority (AVCJPA) staff notifying staff of available surplus funds associated with the I-5 HOV Capacity Enhancement Project (I-5 Project) and requesting support for allocating the available funds to the East San Fernando Valley Project (ESFV). The ESFV Project is a 9.2 mile light rail transit line serving the San Fernando Valley community. The surplus funds would be exchanged for the same amount of Prop C funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority.

I-5 SURPLUS FUNDING

Approximately \$250,729,900 is available in I-5 surplus funds to be split proportionally between the San Fernando Valley and the Arroyo Verdugo subregions. The \$250,729,900 available is comprised of Measure R surplus, and Prop C funds that Metro swapped with the Measure R in 2016 and refers to this funding as “replacement credits.” Per Metro, approximately 51.27%, or \$128,549,218 would be apportioned for the AVCJPA subregion, based on the miles of the I-5 project within each subregion. Assuming the same per-capita methodology of distributing Measure M Multi-Year Subregional Program Funding is applied, each AVCJPA community would potentially receive the amounts as listed in the table below.

AVCJPA Reprogrammed Surplus Funds			
Agency	Population	Per Capita	Surplus Funds
Burbank	105,451	20.94%	\$ 26,920,956
Glendale	193,116	38.35%	\$ 49,301,262
La Canada Flintridge	20,081	3.99%	\$ 5,126,549
Pasadena	138,310	27.47%	\$ 35,309,646
South Pasadena	26,580	5.28%	\$ 6,785,702
County of LA 5th District	19,997	3.97%	\$ 5,105,104
Total	503,535	100.00%	\$ 128,549,220

I-5 surplus funds are scheduled to be available for the Arroyo Verdugo subregion in the third decade of Measure R funding (FY2030 – FY2039). Although the funding guidelines for these surplus funds are not yet finalized, it is anticipated they would follow the current Measure R funding guidelines.

METRO REQUEST FOR RE-ALLOCATION

To advance the ESFV Project, Metro has requested that the AVCJPA support their request to reprogram the sub-region’s share of the I-5 surplus funds to the ESFV project, to be used as a match to a federal grant. The request is time sensitive as the Metro Board will be considering the matter at the October 26, 2023 board meeting.

In exchange for the sub-region forgoing the surplus funds, Metro staff is prepared to recommend to the Metro Board that the reprogrammed amount of \$128,549,218 be programmed in non-federal funds in Metro’s Long Range Transportation Plan to be made available to the AVC sub-region in the third decade of Measure R (FY 2030 – FY 2039). This fund exchange would return the full \$128,549,218 in Prop C funds for the same time period originally identified for the surplus funds, FY2030 – FY2039. Funding related guidelines and eligible uses would follow the existing Prop C funding eligibility. Metro currently plans to program Prop C 25% transit-related uses on freeways and state highways funding to the AVC sub-region. The Prop C 25% is eligible for uses including signal synchronization, freeway service patrol, construction of HOV lanes, and bus lanes and operational and interchange improvements on freeways and state highways used by public transit.

Metro staff has identified that the reallocation of surplus funds to the ESFV Project is permitted since the AVCJPA was part of the San Fernando Valley sub-region when the funds were originally allocated. As such, the surplus funds can be allocated within the San Fernando Valley sub-region and are not required to remain within the AVCJPA area.

FISCAL IMPACT:

Should the Governing Board approve Option 1, pending Metro Board approval, surplus funds attributable to the AVC sub-region in the amount of \$128,549,218 would be reprogrammed to the East San Fernando Valley Project, with a fund exchange allowing for the same amount in local (Prop C) funds to be programmed to the Arroyo Verdugo Communities Joint Powers Authority in FY2030-2039.

Should the Governing Board approve Option 2, staff will request that Metro not use surplus funds and or replacement credits in the amount of \$128,549,218 attributable to the AVC sub-region and instead these funds would be made available to the Arroyo Verdugo Communities Joint Powers Authority in FY 2030 -2039.

Attachment:
Metro Presentation

An illustration of a city street scene. In the foreground, a yellow and grey light rail train with the 'M' Metro logo is moving from right to left. The street has several cars: a white SUV, a white sedan, a yellow sedan, and a dark car. Pedestrians are walking on the sidewalks. In the background, there are modern buildings with large windows and palm trees. The sky is blue with some clouds. A yellow banner with a white circle and horizontal lines is in the top left corner.

Next stop: light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



Metro®

Item 15 – Programming Local Funds

October 2023

Project Overview

- Southern Segment
 - 6.7 miles of light rail at-grade in the center of Van Nuys Blvd.
- 11 new center platform stations
- Daily Project Transit Trips (Boardings)
 - Yr. 2035 – 37,759
- Metro's target RSD 2030
- Proposed FFGA/EPD Budget – \$3.574B
- Metro support teams and progressive design build contractor working through pre-construction activities



- *Goal: need all funding committed by April 2024 to receive up to \$908M “EPD” grant*
 - *Project envisioned in Measure R and Measure M Ordinances*
 - *Working with FTA now to complete LOI requirements*
 - *Will be the nation’s first EPD project grant*
- *State - \$600M TIRCP award in Jan 2023*
- *Measure M - \$810.5M (non-escalated)*
- *Local portion from surplus Measure R and Proposition C “replacement credits” - \$435M*

Local Funding Sources



Funding Source	Funding Available	Key Considerations
I-5 North Capacity Enhancements Measure R Surplus/Credits*	\$253 million	Metro Board to deem project complete and reprogram funds in the subregion; action by both SFVCOG and AVCJPA to support use of project surplus/credits
Canoga Corridor Measure R Surplus*	\$182 million	Metro Board to deem project complete and reprogram funds in the subregion; action by SFVCOG to support use of project surplus

* San Fernando Valley subregional funds per Uniform Cost Management Policy.
The actual surplus is slightly lower due to intervening amendments to the funding agreement with Caltrans.



Next Steps



- Metro secures (i.e., commits) additional local funds for the project
 - Obtained support for the use of subregional funds (October 2 SFVCOG meeting, October 5 AVCJPA meeting)
- Metro Board considers an action to:
 - program \$432.7 million of surplus funds/credits to ESFV
 - program \$128.5 million to the Arroyo Verdugo subregion in the third decade of Measure R
- Metro to submit EPD application requirements by December 1, 2023



Board Report

File #: 2023-0490, File Type: Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2023

**SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE
PLAN - ROUND 3**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. A total of \$14,510,000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. The I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035 which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. The I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355 which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in Attachment C;
- D. A total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. A total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors

as shown in Attachment E.

ISSUE

State law requires that net toll revenues generated from the Metro ExpressLanes be reinvested in the corridor from which they were derived, pursuant to an approved expenditure plan. In April 2023 the Board approved the guidelines, project eligibility, and the application package for the Net Toll Revenue Grant Program Round 3 (Attachments F and G). Based on the technical evaluations and in consultation with the Corridor Advisory Group (CAG) Subcommittee, staff recommends funding 16 projects totaling \$64,958,665 in Metro ExpressLanes grant approval.

Based on the April 2023 Board approved fund estimates, staff also recommends funding allocations for: reserve funds; continued funding of incremental transit service improvements along both corridors and Caltrans improvements within the I-10 and I-110 freeways. Finally, staff recommends executing the master agreement for improvements, operations, and maintenance with Caltrans to support the I-10 and I-110 ExpressLanes.

BACKGROUND

In April 2023 the Board approved the reinvestment framework for the expenditure plan with the following conditions:

1. Reinvestments in the transportation corridors provide a direct benefit to reducing congestion on the Metro ExpressLanes (I-10 and I-110);
2. A set aside of funds to be placed into a reserve account;
3. Funding for the continuation of the incremental Transit Service improvements to address social equity considerations;
4. A set aside of 20% of the available grant funds to Caltrans for corridor improvements;
5. Any remaining funds available for allocation to the Grant Program comprised of three categories: Transit Use (TU), System Connectivity/Active Transportation (SC/AT), and Roadway Improvements (RI); and,
6. Grant funds to be reinvested in projects/programs that provide direct mobility benefit to the I-10 and I-110 ExpressLanes within a three-mile radius. Projects beyond a three-mile radius must demonstrate regional significance.

DISCUSSION

Per the approved guidelines, the baseline targets of 40% for Transit Improvements, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements were identified as goals, however the actual allocation of the funds is based on the merits of the proposed projects and programs, irrespective of modal category.

Funding Availability

Round 3 Final available funding allocations are as follows:

	Net Toll Revenues	Available to I-110 Corridor	Available to I-10 corridor
Round 3 Funds Available	\$124,800,000		
Set-Aside (Reserve Fund)	\$6,000,000		
Set-Aside (Direct Allocation - Transit Ops)	\$31,740,000		
Set-Aside (Caltrans)	\$14,510,000		
Subtotal Set-Asides	\$52,250,000		
Grant Funding Available	\$74,553,035*/**	\$44,612,560*	\$29,940,475**
40% - Transit Uses	\$29,831,214*/**	\$17,845,024*	\$11,976,190**
40% - System Connectivity/ Active Transportation	\$29,831,214*/**	\$17,845,024*	\$11,976,190**
20% - Roadway Improvements	\$14,910,607*/**	\$8,922,512*	\$5,988,095**

*An additional \$1,082,560 was allocated to the I-110 net set-aside from a deobligated project in Round 1.

**An additional \$920,475 was allocated to the I-10 net set-aside from an unused allocation approved in Round 2.

As part of Round 3, \$74,553,035 is available for grant funding which represents a 167 percent increase in available funding over Round 2. The distribution of funds between the two corridors reflects the level of funding generated in each corridor. The recommended funding level for the I-110 projects reflects \$1,082,560 from Round 1 which was deobligated at the request of the fund's recipient from one project on the corridor and is included in the \$8,328,335 in Round 3 unprogrammed funds which will be placed in reserve for future projects within the corridor. The recommended funding level for the I-10 projects reflects \$920,475 from Round 2 which was placed in reserve for the corridor and is included in the \$1,266,035 in Round 3 unprogrammed funds which will be placed in reserve for future projects within the corridor.

Prior Rounds

In July 2014, the Metro Board approved 20 projects totaling \$19.3 million as part of the Round 1 Net Toll Revenue Grant Program. Of the 20 projects from Round 1, fourteen (14) have been completed, one (1) is being de-obligated per the project sponsors request, and five (5) are in progress and have expended partial funds. In August 2016, the Metro Board approved 21 projects totaling \$27.9 million for funding as part of Round 2. Of those projects, nine (9) have been completed, and twelve (12) are in progress and have expended partial funds. In the seven years since our last award 17 of the 41 projects that received awards have yet to complete their projects. One of the goals of this program is to advance funds to improve mobility so projects that are both shovel ready and have realistic completion schedules are prioritized. Attachment F shows the status of the projects that have

received prior funding.

Reserve Funds

Per the adopted guidelines, reserve funds are set aside to ensure availability of toll funding to cover unexpected costs required for the operation of the ExpressLanes to avoid the use of general funds. Staff is recommending a set aside of \$6,000,000 in reserve.

Transit Service

The adopted guidelines approved the continuation of funding for transit service improvements that were part of the original Congestion Reduction Demonstration (CRD) project. This funding is provided through a direct allocation to the transit providers to subsidize the incremental operating costs associated with increased services. These transit enhancements are a benefit for low-income commuters along the ExpressLanes corridors and have proven to be one of the major success stories for the project. Transit agencies that receive this direct allocation are: Foothill Transit, Torrance Transit, Gardena Municipal Bus Lines, and Metro's J Line service. A breakdown of the funding can be found in Attachment D.

Caltrans Set Aside

Through prior Board actions, Caltrans has received \$12.18 million in prior years through Round 1 and 2 of the Net Toll Revenues as well as the Bi-Annual Work Plan. As part of Round 3, staff recommends \$14.51 million in funding to Caltrans for the projects outlined in Attachment A.

In addition, per State law, Metro is required to enter into an agreement with Caltrans for the operation and maintenance (O&M) of the 10/110 ExpressLanes. Metro and Caltrans executed an O&M agreement in 2011 that has provided \$1.5-\$2 million annually to Caltrans for ongoing O&M. Board approval is requested for an updated O&M agreement that will continue to provide an estimated \$2 million annually to Caltrans and include round 3 net toll set-aside funds granted to Caltrans.

Evaluation and Ranking of Grant Applications

On May 9, 2023, staff distributed the application package to eligible applicants through the South Bay and San Gabriel Councils of Government, the Corridor Advisory Group, Streets and Freeways Subcommittee, the cities along the three-mile radius of the ExpressLanes, the County of Los Angeles, and Metro. Potential applicants were then invited to two workshops to review the application and evaluation process. The Workshops were held on June 20th virtually and in person at Metro Headquarters and June 26th virtually only. Presentations on the Grant application package and process were provided in May to the San Gabriel Valley COG, in May and June to the South Bay Cities COG, and in July 2023 to the Streets and Freeways Subcommittee,

Applications were received on August 7, 2023, and were reviewed for eligibility. 32 of the 32 applications submitted were deemed eligible. All projects submitted were sorted by corridor and reviewed by the technical team comprised of Metro and Caltrans staff with technical expertise in each of the target categories. Technical reviewers evaluated Mobility Benefits, EFC benefits, use of Innovative Technology, Implementation of Regional Sustainability Plans, Local Match, Cost Effectiveness, Safety, Project Readiness, and Partnership with a Community-Based Organization (see attachment G for application and detailed scoring criteria).

Upon completion of the eligibility review, project applicants were invited to a meeting of the Corridor Advisory Groups (CAG) subcommittee to present their applications. Consistent with previous practice in 2014 and 2016, the committee was formed from members of the CAG which included local Councils of Government members, transit providers, and a local community-based organization (Los Angeles Neighborhood Initiative) who volunteered to be on the review panel. The committee members were precluded from scoring projects they had submitted or sponsored. The committee members were provided access to all project presentations and applications. After reviewing all the presentations from the applicants, CAG members then indicated their own project rankings based on the following: High (A) = Project is a priority for funding; Medium (B) = Project has potential and could be funded, if funds are available; and Low (C) = Project is not recommended for funding. High = 80 points; Medium = 70 points; Low = 60 points.

Consistent with past practice approved by the Board and utilized in Rounds 1 and 2, final overall scores were averaged based on the technical review and CAG feedback and projects were sorted into modal categories. Projects were then ranked based on scores. An overall score of 70 was considered the cutoff line for funding consideration. Any projects receiving an overall score of less than 70 were not recommended for funding. Funding recommendations were based on the score within the modal category and the amount of available funding.

Staff received 32 applications totaling \$158,935,299 in funding requests. Most of the applications were for the System Connectivity/Active Transportation category and Roadway Improvements received the least. Applications were distributed as follows:

- 11 projects (34.4%) requesting \$52,752,152 (33.2%) were submitted in the Transit Use category.
- 18 projects (56.3%) requesting \$91,522,973 (57.6%) were submitted in the System Connectivity/Active Transportation category.
- 3 projects (9.3%) requesting \$14,660,174 (9.2%) were requested in the Roadway Improvements category.

Based on the technical evaluations and in consultation with the CAG Subcommittee members, staff recommends funding for 16 projects totaling \$64,958,665. Based on the number and quality of the applications, the recommended projects reflect a modal distribution of 37.2% for Transit Use, 48.8% for System Connectivity/Active Transportation and 14% for Roadway Improvements. Project funding recommendations are provided in Attachments B and C for the I-10 and I-110 respectively. Due to the System Connectivity/Active Transportation category allocation being higher than the recommended amount on the I-110, funding was reallocated from the Transit Use and Roadway Improvements categories. Due to the System Connectivity/Active Transportation and Transit Use categories allocation being higher than the recommended amount on the I-10, funding was reallocated from the Roadway Improvements category.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards and in many cases will improve safety in those locations where projects will be implemented.

FINANCIAL IMPACT

All recommended actions will be funded with toll revenues generated from the I-10 and I-110 ExpressLanes. No other funds will be required from LACMTA. The FY2024 budget includes funding for all recommended actions in cost center 2220 (ExpressLanes). Since many of these are multi-year projects, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting project, transit service, and Caltrans O&M expenditures in future years.

Impact to Budget

Net Toll Revenues generated from the Metro ExpressLanes' operation comprise the entirety of the funds recommended in this action.

EQUITY PLATFORM

The Net Toll Revenue Grant applications awarded up to 10 points to projects that demonstrated a significant benefit to Equity Focus Communities (EFCs). The projects were scored on their ability to show how the project will beneficially impact EFCs. Of the 16 recommended projects, 16 demonstrated a significant positive impact to EFCs and will collect the necessary data to evaluate the EFC impact upon project completion through the use of before and after data. With an average EFC benefit score of 7, the recommended projects will increase mobility options, provide access to regional trip generators, provide safer pedestrian routes, enhance transit frequency, and provide equity program pricing among other benefits of the projects in EFCs.

Metro believes Community-Based Organizations (CBOs) provide a vital role in helping Los Angeles County become more sustainable. The applications recommended wherever possible for applicants to partner with CBOs to deliver projects. The system connectivity/active transportation application provided up to 10 points for partnering with a non-profit agency. The transit use/roadway improvements application provided up to 5 points for the partnership. Of the 16 recommended projects, 10 included a CBO partnership. Active transportation and roadway improvement projects were the most likely to partner with a CBO, with 82% of these recommended projects partnering with a CBO. Due to their role as the direct service provider, transit agencies generally did not partner with a CBO for transit use projects. Only the City of Los Angeles Wayfinding project partnered with a CBO in the transit use category.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro ExpressLanes Net Toll Revenue Grants align with Strategic Goals 1: Provide high-quality mobility options that enable people to spend less time traveling and 4: Transform LA County through regional collaboration and national leadership. ExpressLanes provide drivers and transit riders with the option of a more reliable trip while enhancing the overall operational efficiency of the freeway network and enabling collaboration among partners to implement mobility improvements.

ALTERNATIVES CONSIDERED

The Board may suggest alternative projects for funding through the 2023 Net Toll Revenue Reinvestment Grant Program. This alternative is not recommended because each project was evaluated based on its technical merits in consultation with the Corridor Advisory Group (CAG). Adding additional projects that did not meet the 70 point minimum score will result in projects that do not meet the technical merits or CAG priorities receiving funding that will not best provide mobility benefits to the corridor.

NEXT STEPS

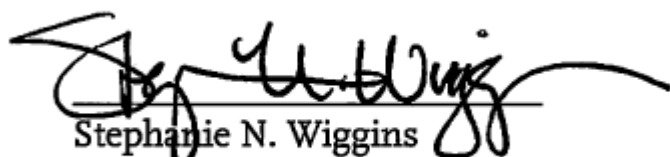
With Board approval of the recommendations, staff will develop and execute funding agreements with project applicants and transit operators and execute the O&M agreement for Metro ExpressLanes with Caltrans.

ATTACHMENTS

Attachment A - Caltrans Improvements
Attachment B - I-10 Grant Recommendations
Attachment C - I-110 Grant Recommendations
Attachment D - Transit Funding
Attachment E - Caltrans Operations and Maintenance Agreement
Attachment F - Rounds 1 and 2 Project Status
Attachment G - Project Eligibility Guidelines
Attachment H - Net Toll Revenue Grant Applications

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Attachment A

Caltrans Work Plan for Improvements on I-10 and I-110 Corridors - Net Toll Reinvestment Funding

PROJECT No.	City/ County	Route	Post Miles Begin	Post Miles End	Location	Capital \$ (1,000)	Support \$ (1,000)	Total \$ (1,000)	Description/ Purpose
1	Los Angeles	110 10	9.67 17.82	20.94 29.10	1) I-110 SB/91 EB Illegal dumping and landscape counter measures 2) I-110/105 Interchange NW and SE quadrant 3) I-110 Manchester to SR91 roadside landscape, ramps south of Manchester 4) I-110 NB Adams off-ramp both sides landscape 5) I-10/5 Interchange all areas replace end-of-life landscape, irrigation, and controls 6) I-10 WB East of Cesar Chavez Ave. landscape 7) I-10/710 Interchange all areas replace end-of-life landscape, irrigation, and controls 8) I-10/Santa Anita Metro Station landscape	\$10,400	\$4,110	\$14,510	The project proposes to improve visual quality in the landscape by installing additional hardscape, planting, irrigation, and enhance access control.

I-10 Grant Recommendations

Attachment B

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
1	Wayfinding and Transit Amenities in Downtown Los Angeles*	City of Los Angeles	Transit Use	\$85,025	71.1	\$8,414,975	\$8,414,975	\$21,525,500	Capital
	Improvement of transit and active transportation wayfinding by installing 20 bus shelters, 20 digital kiosks, and 12 gateway markers.								
2	Big Bus Tiny Footprint: 24 Zero-Emission Transit Buses	Foothill Transit	Transit Use	\$23,257,800	70.1	\$7,942,200	\$7,942,200	\$13,583,300	Capital
	Replace 24 42ft CNG buses with 24 42ft Electric Double Decker buses.								
3	Bus Stop Shelter Improvements in Various Unincorporated Los Angeles County Communities****	Los Angeles County	Transit Use	\$1,792,000	65.6	\$2,688,000	Not Recommended		Capital
	Installing 128 new bus shelters within the communities at bus stops along the I-10 and I-110 corridor								
4	City of Arcadia Transit Signal Priority Enhancements	City of Arcadia	Transit Use	\$130,500	62.8	\$369,500	Not Recommended		Capital
	Expand the city's transit signal priority system to Arcadia Transit's Dial-A-Ride system.								
5	Central Maintenance Facility Charging Infrastructure	LACMTA	Transit Use	\$600,000	62.6	\$2,700,000	Not Recommended		Capital
	Installation of eclectic bus charging infrastructure at Metro's central maintenance facility.								
6	Purchase of ADA Paratransit Vehicles****	Access Services	Transit Use	\$813,294	60.8	\$3,253,176	Not Recommended		Capital
	Purchase of 30 ADA accessible vans								
Transit Use Category - Subtotal						\$16,952,876	\$7,942,200	\$13,583,300	
1	Valley Boulevard RIITS Communication Gap Closures*	Los Angeles County	Roadway Improvements	\$0	64.5	\$5,600,000	Not Recommended		Capital
	Construct a fiber optic backbone between the County and the Cities of Alhambra, San Gabriel, El Monte, and Los Angeles County Unincorporated Communities of Bassett and Avocado Heights								
Roadway Improvements Category - Subtotal						\$5,600,000	\$0	\$13,583,300	

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
1	Los Angeles Street Complete Streets Improvement Project*	City of Baldwin Park	System Connectivity/ Active Transportation	\$1,263,949	74.9	\$2,247,021.00	\$2,247,021	\$11,336,279	Capital
	Improvements to 11 controlled intersections and 11 bus stops.								
2	City Terrace Dr. Traffic Safety Improvements*	Los Angeles County	System Connectivity/ Active Transportation	\$2,020,539	74.5	\$2,371,935.00	\$2,371,935	\$8,964,344	Capital
	Improved bicycle and pedestrian facilities on City Terrace Drive from Rowan Avenue to Eastern Avenue.								
3	City of San Gabriel Roadway Safety Improvements and Bike Lane Installation*	City of San Gabriel	System Connectivity/ Active Transportation	\$242,600	74	\$1,253,109.00	\$1,253,109	\$7,711,235	Capital
	Intersection and Crossing improvements and Bikeway gap closure.								
4	I-10 E-Bike Access Project*	City of South El Monte	System Connectivity/ Active Transportation	\$607,000	72.4	\$1,725,000.00	\$1,725,000	\$5,986,235	Operating/ Capital
	Expanding the number and variety of e-family/cargo bikes available for corridor residents.								
5	Traffic Calming for Parkway Dr/Denholm Dr*	City of El Monte	System Connectivity/ Active Transportation	\$5,664,191	70.8	\$4,720,200.00	\$4,720,200	\$1,266,035	Capital
	Implement bicyclist and pedestrian improvements along the Denholm Drive/Parkway Drive corridor from Durfee Avenue to Thienes Avenue.								
6	East Los Angeles Vulnerable Road User Detection Pilot*	LACMTA	System Connectivity/ Active Transportation	\$105,000	69.0	\$395,000.00	Not Recommended		Capital
	Installation and implementation of advanced video detection at signalized intersections in East Los Angeles.								
7	Advanced Traffic Controller Upgrades in Cities and Unincorporated Los Angeles County along the I-10 ExpressLanes Project*	Los Angeles County	System Connectivity/ Active Transportation	\$532,000	66.3	\$4,298,000.00	Not Recommended		Capital
	Upgrade transportation infrastructure in the Cities and Unincorporated County Communities along ExpressLanes on the I-10 Freeway.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$29,940,475	
8	Metro Bike Share (MBS) Eastside Expansion	LACMTA	System Connectivity/ Active Transportation	\$3,555,000	65.7	\$5,887,500.00	Not Recommended		Operating/ Capital
	Provide up to 50 new stations with 20 docks each and a total of 600 pedal-assist Electric Bikes.								
9	Walk, Bike, Move Alhambra!*	City of Alhambra	System Connectivity/ Active Transportation	\$0	60.9	\$1,931,000.00	Not Recommended		Capital
	Install bike routes, bike racks, and pedestrian improvements throughout the City of Alhambra.								
10	World Cup Summer Celebrate Streets****	LACMTA	System Connectivity/ Active Transportation	\$0	51.8	\$5,250,000.00	Not Recommended		Operating/ Capital
	Plan, conduct robust outreach for, and execute an anticipated four Celebrate Streets open streets events for the World Cup in 2026.								
System Connectivity/Active Transportation Category - Subtotal						\$30,078,765	\$12,317,265	\$1,266,035	
Total for I-10 Project List						\$52,631,641	\$20,259,465	\$1,266,035***	

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

**** Included in I-10 and I-110 due to project spanning both corridors

I-110 Grant Recommendations

Attachment C

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
1	Line 1 Service Enhancement	Torrance Transit	Transit Use	\$1,900,000	73.6	\$3,066,435	\$3,066,435	\$41,546,125	Operating
	Increase operating service frequency to 20 minutes during peak; 45 minutes off peak on weekdays and 30-45 minutes on weekends.								
2	Line 6 Service Enhancement and Expansion to Dignity Health Sports Park	Torrance Transit	Transit Use	\$1,279,310	71.2	\$3,693,874	\$3,693,874	\$37,852,251	Operating
	Increase in revenue hours on weekday and start weekend service from Torrance's Regional Transit Center to Harbor Gateway Transit Center, El Camino College, Dignity Health Sports Park and the Del Amo A-Line (Blue) Station.								
3	GTrans Expansion of Line 5 - Weekend Service	City of Gardena GTrans	Transit Use	\$914,699	71.0	\$1,073,742	\$1,073,742	\$36,778,509	Operating
	Expand Line 5 service to the weekends with a 30-minute frequency.								
4	Inglewood Transit Connector (Vehicles)*	City of Inglewood	Transit Use	\$190,852,750	67.4	\$17,350,250	Not Recommended		Capital
	Purchase of 2 of the 24 vehicles for the Inglewood Transit Connector.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
5	Bus Stop Shelter Improvements in Various Unincorporated Los Angeles County Communities****	Los Angeles County	Transit Use	\$1,792,000	65.6	\$2,688,000	Not Recommended		Capital
	Installing 128 new bus shelters within the communities at bus stops along the I-10 and I-110 corridor								
6	South Los Angeles On-Demand Electric Shuttle*	City of Los Angeles	Transit Use	\$1,050,000	65.5	\$2,200,000	Not Recommended		Operating/ Capital
	Plan and operate the on-demand, free, electric shuttle in South Los Angeles.								
7	Purchase of ADA Paratransit Vehicles****	Access Services	Transit Use	\$813,294	60.8	\$3,253,176	Not Recommended		Capital
	Purchase of 30 ADA accessible vans								
Transit Use Category - Subtotal						\$33,325,477	\$7,834,051	\$36,778,509	
1	Slauson Area Tree Canopy Project*	LACMTA	Roadway Improvements	\$27,500,000	73.1	\$1,627,027	\$1,627,027	\$35,151,482	Capital
	Plant 945 trees in the Slauson corridor area of South Los Angeles								
2	I-110 Corridor Traffic Signal Synchronization and Communication Project*	Los Angeles County	Roadway Improvements	\$918,704	70.4	\$7,433,147	\$7,433,147	\$27,718,335	Capital
	Traffic signal synchronization upgrades along Main St. and fiber optics expansion and upgrades in south bay cities.								
Roadway Improvements Category - Subtotal						\$9,060,174	\$9,060,174	\$27,718,335	
1	Westmont/West Athens Pedestrian Enhancement Project*	Los Angeles County	System Connectivity/ Active Transportation	\$1,996,000	75.4	\$2,140,000.00	\$2,140,000.00	\$25,578,335	Capital
	Improvements to ADA compliant curb ramps, sidewalks, driveway upgrades, and street tree replacements.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
2	Rail to Rail ATC Project	LACMTA	System Connectivity/ Active Transportation	\$147,284,000	71.3	\$12,000,000.00	\$12,000,000.00	\$13,578,335	Capital
	The development of a multi-use corridor for bicyclists and pedestrians.								
3	Rail to Rail Active Transportation	LACMTA	System Connectivity/ Active Transportation	\$147,284,000	70.7	\$5,000,000.00	\$5,000,000.00	\$8,578,335	Capital
	Six miles of Class 1 bicycle path infrastructure.								
4	Regional Multi-modal Data Analytics Platform Pilot*	LACMTA	System Connectivity/ Active Transportation	\$0	70.7	\$250,000.00	\$250,000.00	\$8,328,335	Capital
	Integrate diverse regional data around SoFi Stadium, establishing a central data hub for real-time and historical information.								
5	Advanced Traffic Controller Upgrades in Cities and Unincorporated Los Angeles County along the I-110 ExpressLanes Project*	Los Angeles County	System Connectivity/ Active Transportation	\$843,000	68.8	\$6,817,000.00	Not Recommended		Capital
	Upgrade transportation infrastructure in the Unincorporated County Communities along ExpressLanes on the Harbor Freeway (I-110).								
6	Inglewood Transit Connector (Pedestrian Bridge)*	City of Inglewood	System Connectivity/ Active Transportation	\$15,184,790	67.6	\$17,825,834.00	Not Recommended		Capital
	Construction of 3 pedestrian bridges on the Inglewood Transit Connector.								
7	BikeLink: Enhancing Carson's Connectivity with a Class I Bike Facility and Seamless Transit Integration along Dominquez Channel*	City of Carson	System Connectivity/ Active Transportation	\$2,249,786	66.2	\$11,811,374.00	Not Recommended		Capital
	The construction of Class I bike facilities from Main Street to Carson Street.								

Rank	Project Information				Scoring	Funding			Project Type
	Project Name	Lead Agency	Category	Local Match Provided	Overall Score	Requested Amount	Recommendation	Funding Availability \$44,612,560	
8	Downtown Los Angeles and South Los Angeles Bicycle Network Investments	City of Los Angeles	System Connectivity/ Active Transportation	\$2,920,000	66	\$5,600,000.00	Not Recommended		Capital
	Upgrade bicycling infrastructure along major corridors in the City of Los Angeles.								
9	World Cup Summer Celebrate Streets****	LACMTA	System Connectivity/ Active Transportation	\$0	51.8	\$5,250,000.00	Not Recommended		Operating/ Capital
	Plan, conduct robust outreach for, and execute an anticipated four Celebrate Streets open streets events for the World Cup in 2026.								
System Connectivity/Active Transportation Category - Subtotal						\$66,694,208	\$19,390,000	\$8,328,335	
Total for I-110 Project List						\$109,079,859	\$36,284,225	\$8,328,335***	

* Project is partnering with a Non-Profit Agency

** Public/Private Partnership

*** To be placed in reserve for the Corridor

**** Included in I-10 and I-110 due to project spanning both corridors

Maximum Annual Funding Breakdown for Incremental Transit Service

<u>Agency</u>	<u>Lines</u>	<u>Annual Amounts</u>
Foothill Transit	Silver Streak and Route 699	\$1,840,000
Gardena Municipal Bus Lines	Line 1X and Line 2	\$920,000
Metro	J (Silver) Line	\$4,370,000
Torrance Transit	Line 4	\$805,000
ANNUAL TOTAL		\$7,935,000

**MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS &
MAINTENANCE OF EXPRESSLANES ON I-10 AND 110**

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Table of Contents

RECITALS	1
RESPONSIBILITIES	8
OPERATIONS and MAINTENANCE.....	8
EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS.....	9
Sponsorship.....	9
Implementing Agency.....	10
Funding	10
ICRP Rate.....	11
CEQA/NEPA Lead Agency.....	11
Project Initiation Document (PID).....	11
Environmental Permits, Approvals and Agreements.....	11
Project Approval and Environmental Document (PA&ED).....	12
California Environmental Quality Act (CEQA).....	12
National Environmental Policy Act (NEPA)	13
Plans, Specifications, and Estimate (PS&E).....	14
RIGHT-OF-WAY	15
CONSTRUCTION.....	16
Schedule	17
Additional Provisions.....	18
Standards	18
Qualifications	18
Encroachment Permits.....	18
Protected Resources	19
Disclosures	19
Hazardous Materials.....	20
Claims.....	21
Accounting and Audits.....	21
Interruption of Work	23
Penalties, Judgments and Settlements.....	23

Environmental Compliance.....	23
Lane Closures.....	23
Communications.....	24
GENERAL CONDITIONS	26
Venue	26
Exemptions.....	26
Indemnification	27
Non-parties.....	27
Ambiguity and Performance	28
Defaults	28
Dispute Resolution.....	28
Prevailing Wage.....	29
INVOICE AND PAYMENT	29
SIGNATURES.....	31
SAMPLE PROJECT CLOSURE STATEMENT.....	33
REPORTING AND EXPENDITURE GUIDELINES	34
Reporting Procedures	34
Expenditure Guidelines	34
Definitions	34
<i>MONTHLY EXPENSE/PROGRESS REPORT</i>	36
EXHIBIT A.....	Error! Bookmark not defined.
EXHIBIT B.....	39
EXHIBIT C.....	45
EXHIBIT D.....	46

**MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS, AND
MAINTENANCE OF EXPRESSLANES ON I-10 AND I-110**

This MASTER AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Los Angeles County Metropolitan Transportation Authority, a public corporation/entity, referred to hereinafter as LACMTA. CALTRANS and LACMTA individually referred to as PARTY and collectively referred to as PARTIES.

RECITALS

1. PARTIES, pursuant to the State Highway System per the California Streets and Highways Code sections 114, 130, 149.9 and Government Code 65086.5, are authorized to enter into this Master Agreement for Creation, Improvements, Operations, and Maintenance of ExpressLanes on Interstate 10 and Interstate 110 (collectively, EXPRESSLANES) referred to herein MASTER AGREEMENT.
2. CALTRANS and LACMTA, pursuant to California Streets and Highways Code sections 114, 130 and 149.9 which were introduced by Senate Bill 1422 and amended Assembly Bill 1381 (Perez) (August 31, 2009) and the Congestion Reduction Demonstration Agreement (April 25, 2009) entered into a Cooperative Agreement (07-4875) for the conversion of high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes on Interstate 10 between Alameda Street/Union Station and I-605 and Interstate 110 between 182nd Street/Artesia Transit Center and Adams Boulevard (collectively, EXPRESSLANES), and for the implementation of the congestion pricing ExpressLanes program for a demonstration period.
3. CALTRANS and LACMTA, pursuant to the above code sections, entered into an Operations and Maintenance Agreement (07-4990) on August 11, 2010, which has now expired upon completion of the demonstration period.
4. The Streets and Highways Code Section 149.9 authorizes LACMTA, with the consent of CALTRANS, to conduct, administer, and operate a value-pricing and transit development program involving high-occupancy toll (HOT) lanes on EXPRESSLANES (EXPRESSLANES PROGRAM) where LACMTA may direct and authorize the entry and use of the high-occupancy vehicle (HOV) lanes by single-occupant vehicles and those vehicles that do not meet minimum occupancy requirements, as defined by LACMTA and consented to by CALTRANS for a fee . CALTRANS shall not withhold its consent unreasonably.

5. The Streets and Highways Code (SHC) Section 149.9 requires additional agreements between LACMTA, CALTRANS, and the Department of the California Highway Patrol (CHP) that identify the respective obligations and liabilities of each party relating to the EXPRESSLANES PROGRAM and clear and concise procedures for law enforcement.
6. EXPRESSLANES utilizes dynamic value pricing and a toll collection system that consists of an Automatic Vehicle Identification System, Variable Toll Message Sign (VTMS) system, and computer systems that process and post transactions to FasTrak® customer accounts. FasTrak® is the physical tool to facilitate the operation of value pricing, which authorizes the entry and use of EXPRESSLANES by single-occupant vehicles, high-occupancy vehicles with a valid FasTrak account, or vehicles that do not meet the minimum HOV requirement in exchange for payment of a toll. All these systems, including the Violation Enforcement System that are required to operate the value pricing system and pursue violators in accordance with Sections 4770 et se. and 40050 et seq. of the Vehicle Code are together referred to as the SYSTEM which is owned and operated by LACMTA.
7. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which the SYSTEM is to be operated, maintained, and implemented by LACMTA.
8. SHC Section 149.9 requires LACMTA to provide for reimbursement of CALTRANS, from revenues generated by the EXPRESSLANES PROGRAM or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the EXPRESSLANES PROGRAM, as well as maintenance of state highway system facilities in connection with the EXPRESSLANES PROGRAM.
9. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which CALTRANS shall perform and LACMTA shall reimburse from toll revenues the regular and recurrent roadway maintenance and operations services as detailed in Exhibit A, including regular traffic operations services (ROADWAY OPERATIONS AND MAINTENANCE/ROADWAY O&M), on the EXPRESSLANES and State highway facilities along EXPRESSLANES.
10. SHC Section 149.9 requires LACMTA to provide for reimbursement of Caltrans from toll revenues of the costs incurred for the maintenance of state highway facilities in connection with the EXPRESSLANES PROGRAM. SHC Section 149.9 would require remaining revenues to be used for improvements within the corridor from which the revenue was generated. The projects on the EXPRESSLANES and State highway facilities along EXPRESSLANES are nominated by either CALTRANS or LACMTA, concurred by both PARTIES and hereinafter referred to as EXPRESSLANES IMPROVEMENTS.

11. SHC Section 149.9 requires the agreements to provide for reimbursement of CALTRANS from the toll revenues, for the costs of maintenance of state highway facilities in connection with the EXPRESSLANES PROGRAM and would require remaining revenues to be used for improvements to the transportation corridor from which the revenue was generated. Per LACMTA Board of Directors action dated October 22, 2015, LACMTA intends to reserve at least 20% of the remaining toll revenues of the EXPRESSLANES PROGRAM, after reserving funds for ROADWAY O&M and EXPRESSLANES IMPROVEMENTS. These projects are nominated by CALTRANS, concurred by LACMTA, hereinafter referred to as NON-EXPRESSLANES IMPROVEMENTS.
12. Under this MASTER AGREEMENT, PARTIES intend to define the terms and conditions under which EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS projects identified in Exhibits B & C respectively, are developed and implemented by CALTRANS and reimbursed by LACMTA using toll revenues of the EXPRESSLANES PROGRAM.
13. The intention of PARTIES in executing MASTER AGREEMENT is to define the terms and conditions under which projects identified in Exhibits B & C are developed, constructed and financed without executing separate cooperative agreements for each.
14. However, PARTIES may execute supplemental agreements (SUPPLEMENTAL AGREEMENTS) to define the responsibilities and obligations not addressed in the MASTER AGREEMENT, to develop, construct and finance specific projects identified in Exhibits B and C.
15. The following documents are attached to, and made an express part of this MASTER AGREEMENT herein:

- Exhibit A – ROADWAY MAINTENANCE AND OPERATIONS - Service Plan and associated estimated unit costs for regular and recurring operations and maintenance improvements for EXPRESSLANES.
 - Exhibit B – EXPRESSLANES IMPROVEMENTS - List of projects and their corresponding project description, project component(s), planned completion date, estimated project costs, CEQA/NEPA lead agency, and effective date concurred to by LACMTA.
 - Exhibit C – NON-EXPRESSLANES IMPROVEMENTS - List of projects and their corresponding project description, project component(s), planned completion date, estimated project costs, CEQA/NEPA lead agency, and effective date concurred to by LACMTA.
 - Exhibit D – SAMPLE PROJECT DESCRIPTION
16. CALTRANS and LACMTA will jointly execute new Exhibits each time the funding or details of the maintenance, operations, and improvements effort change. The amendment of the Exhibits will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed amendment of Exhibit A supersedes any previous Exhibit A created for this MASTER AGREEMENT. The most current fully executed Exhibit B supersedes any previous Exhibit B created for this MASTER AGREEMENT. The most current fully executed Exhibit C supersedes any previous Exhibit C created for this MASTER AGREEMENT.

17. Upon execution of this MASTER AGREEMENT, Caltrans will be authorized to begin work on the – EXPRESSLANES IMPROVEMENTS and NON EXPRESSLANE listed on Exhibit B & C respectively where a Project Description, as defined below, is executed by the PARTIES. Where Caltrans implements the work, LACMTA shall reimburse Caltrans for the cost of such EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS up to the authorized amount listed on Exhibit B & C respectively. After execution of this MASTER AGREEMENT, the parties can add new projects to Exhibit B & C as follows: the party requesting to implement a new EXPRESSLANES IMPROVEMENTS and NON- EXPRESSLANES IMPROVEMENTS will complete a Project Description, as defined below, and submit to the other party for concurrence and signature. Once a project has a Project Description which is authorized and signed by both parties, then the implementing party will be authorized to begin work on the Project and where Caltrans implements the work, LACMTA shall reimburse Caltrans for the cost of such Approved EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS up to the authorized amount listed on the Project Description. Once a year, Exhibit B & C will be updated to add or revise all EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS with a Project Description that was agreed by both parties during the prior year. “Project Description” means a document, in the sample form attached as Exhibit D to this MASTER AGREEMENT, to be completed by the party nominating the project which will include a description of the proposed project, the scope of work, work schedule, funding plan and any other details necessary for the other party to agree upon the proposed project. Projects are subject to LACMTA Board concurrence. Once a Project Description is agreed and signed by both parties, the nominating party can begin implementing the project and if Caltrans is the nominating party, the project costs will be eligible for reimbursement under the Agreement.
18. Replacement of the Exhibits will not require an amendment to the body of this MASTER AGREEMENT unless the funding and effort responsibilities assigned to each of the parties in the MASTER AGREEMENT require it. Any reference to a particular Exhibit in the MASTER AGREEMENT is deemed to be a reference to the then current Exhibit.
19. For the purpose of this MASTER AGREEMENT, any project identified in Exhibit B and Exhibit C under this MASTER AGREEMENT will be referred to hereinafter as PROJECT. The descriptions shown in Exhibits B and C only serves to identify the PROJECT. The PROJECT scope of work is defined in the appropriate authorizing documents for the PROJECT per the Project Development Procedures Manual (PDPM).

20. All obligations and responsibilities covered in this MASTER AGREEMENT to complete the PROJECT COMPONENT(S) of projects identified in Exhibits B and C will be referred to hereinafter as WORK.

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

The PID identifies the PROJECT need and purpose, stakeholder input, project alternatives, anticipated right-of-way requirements, preliminary environmental analysis, initial cost estimates, schedule, and potential funding sources.

PA&ED includes the completion of the Final Environmental Document and the Project Report (documenting the project alternative selection).

PS&E includes the development of the plans, specifications, and estimate; obtaining any resource agency permits; and the advertisement/award of the construction contract.

RIGHT OF WAY includes coordination with utility owners for the protection, removal, or relocation of utilities; the acquisition of right-of-way interests; and post-construction work such as right-of-way monumentation/recordation, relinquishments/vacations, and excess land transactions. The RIGHT OF WAY component budget identifies the cost of the capital costs of right-of-way acquisition (RIGHT OF WAY Capital) and the cost of the staff work in support of the acquisition (RIGHT OF WAY Support).

CONSTRUCTION work includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION Capital) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION Support).

21. The term MASTER AGREEMENT includes this document, any attachments, exhibits, SUPPLEMENTAL AGREEMENTS and amendments.

This MASTER AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this MASTER AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this MASTER AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this MASTER AGREEMENT.

If any provisions in this MASTER AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other MASTER AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this MASTER AGREEMENT.

Except as otherwise provided in the MASTER AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this MASTER AGREEMENT.

PARTIES will review this MASTER AGREEMENT at least once every five (5) years and may revise it as necessary.

In order to terminate the MASTER AGREEMENT for each PROJECT identified in Exhibits B and C, PARTIES shall execute an individual PROJECT CLOSURE STATEMENT identifying the PROJECT that needs to be closed out.

The PROJECT CLOSURE STATEMENT will not be signed until there is a final disbursement of funds, all audit and reporting requirements are met, and the WORK for that PROJECT is completed. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

22. In this MASTER AGREEMENT, capitalized words represent defined terms, initialisms, or acronyms.
23. All sections of this MASTER AGREEMENT including Recitals and Responsibilities are legally enforceable.

PARTIES hereby set forth the terms, covenants, and conditions of this MASTER AGREEMENT.

RESPONSIBILITIES

OPERATIONS AND MAINTENANCE

24. LACMTA to implement the SYSTEM, that includes the implementation of the FasTrak® toll collection system and to administer a value pricing program, with concurrence from CALTRANS, for EXPRESSLANES at no cost to CALTRANS including: (a) operations and maintenance for any devices installed by LACMTA, or its authorized agent(s), exclusively needed for the Toll Collection System; (b) establishing value pricing program business rules and account policies, including setting the amount of the FasTrak® fees; (c) collecting fees from FasTrak® customers in accordance with the business rules and account policies; and (d) shall conform with applicable State and federal laws and policies.
25. CALTRANS shall perform and LACMTA shall reimburse from toll revenues of the EXPRESSLANES PROGRAM, as per the terms of this MASTER AGREEMENT, for ROADWAY O&M which includes regular and recurrent roadway maintenance and operation services as estimated in Exhibit A, including regular traffic operations services.
26. Exhibit A details the mutually agreed Estimated Annual Maintenance Cost and Workplan for the ROADWAY O&M activities described therein.
27. The details regarding the funding and distribution of effort for ROADWAY O&M have been identified in Exhibit A.
28. The funding provided in Exhibit A are just the estimates and if they are insufficient to complete ROADWAY O&M, CALTRANS will promptly notify LACMTA. PARTIES shall work together to identify and implement cost control measures.
29. CALTRANS shall schedule any ROADWAY O&M services to occur on Sunday mornings, except for safety related activities and traffic investigations that may require immediate services.
30. CALTRANS will invoice and LACMTA will reimburse quarterly for the actual costs of ROADWAY O&M.
31. CALTRANS to submit to LACMTA an updated Exhibit A for ROADWAY O&M proposed for the next fiscal year, on an annual basis at least one hundred (100) days prior to the start of each fiscal year.

32. LACMTA designates CALTRANS to provide EXPRESSLANES and ROADWAY Maintenance and operational activities. Operational activities are outlined in the Traffic Incident Management Plan (TIMP) including TIMP monthly coordination meetings, and LACMTA shall be billed and shall reimburse CALTRANS for actual costs.
33. It is mutually agreed the cost of Roadway Maintenance and Operation will be reimbursed at 100% of actual costs.
34. In the event of damage to or destruction of SYSTEM and Toll Collection System on the EXPRESSLANES, LACMTA shall have responsibility for repair and replacement.
35. If channelizers are employed in the operation of EXPRESSLANES, CALTRANS Maintenance will monitor the EXPRESSLANES and pick up loose/displaced channelizers from the roadway periodically. LACMTA shall pay for all material and labor, for the installation and replacement of channelizers on a continual basis by LACMTA's contractors.
36. It is mutually agreed that upgrades for amenities and services within the CALTRANS communications system, including but not limited to permanent power solutions, permanent HVAC solutions, and upgrade security access at the two communication hub buildings (Norwalk and San Gabriel Valley) are needed. Maintenance and any cost sharing responsibilities of the communications system will be detailed in a separate agreement.

EXPRESSLANES IMPROVEMENTS AND NON-EXPRESSLANES IMPROVEMENTS

Sponsorship

37. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this MASTER AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

38. LACMTA is the SPONSOR for the EXPRESSLANES IMPROVEMENTS.
39. CALTRANS is the SPONSOR for the NON-EXPRESSLANES IMPROVEMENTS.

Implementing Agency

- 40. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.
- 41. CALTRANS is the IMPLEMENTING AGENCY for the WORK at LACMTA costs.
- 42. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT.

Funding

- 43. PARTIES will establish the “not to exceed” programed toll revenue funds to-fulfill for each PROJECT, as identified in Exhibits B and C under this MASTER AGREEMENT.
- 44. CALTRANS will not be reimbursed for costs beyond the funds obligated in the Exhibits of the MASTER AGREEMENT. Any funds expended by CALTRANS prior to the EFFECTIVE DATE as identified in Exhibits B and C of this MASTER AGREEMENT, except as provided for herein, shall not be reimbursed without prior written consent of LACMTA and shall be spent at CALTRANS’ own risk.
- 45. WORK costs, except those that are specifically identified to be excluded in this MASTER AGREEMENT, are to be paid from the funds obligated in Exhibits B and C under this MASTER AGREEMENT. Costs that are specifically excluded from the funds obligated in this MASTER AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this MASTER AGREEMENT.
- 46. If there are insufficient funds available in this MASTER AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, CALTRANS will fund these activities until such time as PARTIES amend this MASTER AGREEMENT. That CALTRANS may request reimbursement for these costs during the amendment process.
- 47. If there are insufficient funds in this MASTER AGREEMENT to implement the obligations and responsibilities of this MASTER AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTY accepts responsibility to fund their respective WORK until such time as PARTIES amend this MASTER AGREEMENT.

Each PARTY may request reimbursement for these costs during the amendment process.

ICRP Rate

48. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

CEQA/NEPA Lead Agency

49. It is the responsibility of the CEQA/NEPA lead agency to interpret and determine the applicability of the various laws and requirements associated with protection of the human and natural environment.
50. CALTRANS will serve as the NEPA lead agency in accordance with federal law and through consultation with any involved federal agency or with an agency which has been assigned NEPA lead agency status by a federal agency.
51. PARTIES will determine who will carry out CEQA lead agency responsibilities in accordance with the PARTIES standards and policies in effect at the time.
52. PARTIES will identify the CEQA and NEPA lead agency in appropriate Exhibits B or C in which the PROJECT is listed.

Project Initiation Document (PID)

53. CALTRANS is responsible for all PID WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.

Environmental Permits, Approvals and Agreements

54. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTIES responsibilities in this MASTER AGREEMENT.
55. The required permits will be identified in the PROJECT environmental document.

56. Unless otherwise assigned in a SUPPLEMENTAL AGREEMENT, CALTRANS is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.

Project Approval and Environmental Document (PA&ED)

57. CALTRANS is responsible for all PA&ED WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
58. Any PARTY preparing environmental documentation, including studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that the PROJECT remains in environmental compliance.

California Environmental Quality Act (CEQA)

59. The CEQA Lead Agency will determine the type of CEQA documentation and will cause that documentation to be prepared in accordance with CEQA requirements.
60. Any PARTY involved in the preparation of CEQA documentation will prepare the documentation to meet CEQA requirements and follow the CEQA Lead Agency's standards that apply to the CEQA process.
61. Any PARTY preparing any portion of the CEQA documentation, including any studies and reports, will submit that portion of the documentation to the CEQA Lead Agency for review, comment, and approval at appropriate stages of development prior to public availability.
62. The CEQA Lead Agency will attend all CEQA-related public meetings.

63. If a PARTY who is not the CEQA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the CEQA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA public review process.

That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the CEQA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the CEQA Lead Agency to review, comment on, and approve those changes at least five (5) working days prior to the public meeting date.

The CEQA Lead Agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities.

National Environmental Policy Act (NEPA)

64. Pursuant to Chapter 3 of Title 23, United States Code (23 U.S.C. 326) and 23 U.S.C. 327, CALTRANS is the NEPA Lead Agency for the PROJECT. CALTRANS is responsible for NEPA compliance, will determine the type of NEPA documentation, and will cause that documentation to be prepared in accordance with NEPA requirements.

CALTRANS, as the NEPA Lead Agency for PROJECT, will review, comment, and approve all environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) at appropriate stages of development prior to approval and public availability.

When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.

When required as NEPA Lead Agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.

65. Any PARTY involved in the preparation of NEPA documentation will follow FHWA and CALTRANS standards that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook (available at www.fhwa.dot.gov/hep/index.htm) and the CALTRANS Standard Environmental Reference.

66. Any PARTY preparing any portion of the NEPA documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.
67. CALTRANS will prepare, publicize, and circulate all NEPA-related public notices. CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.
68. The NEPA Lead Agency will attend all NEPA-related public meetings.
69. If a PARTY who is not the NEPA Lead Agency holds a public meeting about the PROJECT, that PARTY must clearly state its role in the PROJECT and the identity of the NEPA Lead Agency on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the NEPA public review process.

That PARTY will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the NEPA Lead Agency for review, comment, and approval at least ten (10) working days prior to publication or use. If that PARTY makes any changes to the materials, it will allow the NEPA Lead Agency to review, comment on, and approve those changes at least three (3) working days prior to the public meeting date.

The NEPA Lead Agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

Plans, Specifications, and Estimate (PS&E)

70. CALTRANS is responsible for all PS&E WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
71. If funding is not provided for RIGHT-OF-WAY components of PROJECT, then the PROJECT cannot be advertised and awarded for CONSTRUCTION since the completion of necessary RIGHT-OF-WAY activities is required to proceed with the CONSTRUCTION phase.
72. CALTRANS will prepare Utility Conflict Maps identifying the accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of the PROJECT or that violate CALTRANS' encroachment policy.

73. CALTRANS will determine the cost to positively identify and locate, accommodate, protect, relocate, or remove any utility facilities whether inside or outside the State Highway System right-of-way in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including but not limited to Freeway Master Contracts.
74. If the WORK identified in Exhibits B and C under this MASTER AGREEMENT does not include CONSTRUCTION component, then PARTIES acknowledge that the activities Final District PS&E Package (255.20) and Contract Bid Documents "Ready to List" (260) will be performed by CALTRANS. Because CALTRANS is anticipated to perform the advertisement, award, and administration (AAA) of the construction contract, the PS&E package must be reviewed and approved by CALTRANS District and HQ Office Engineers prior to advertisement.

LACMTA will ensure that any consultant involved in the preparation of the PS&E package will remain available to address all comments generated during the performance of the Final District PS&E Package and Contract Bid Documents "Ready to List" activities.

RIGHT-OF-WAY

75. CALTRANS is responsible for all RIGHT-OF-WAY WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under a SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
76. If funding is not provided for PS&E component for PROJECT, then the PROJECT cannot be advertised and awarded for CONSTRUCTION without completing the necessary PS&E activities.
77. The California Transportation Commission is responsible for hearing and adopting Resolutions of Necessity.
78. CALTRANS will provide Right of Way Certification prior to PROJECT advertisement.
79. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
80. Right-of-way conveyances must be completed prior to WORK completion unless PARTIES mutually agree to other arrangements in writing.

CONSTRUCTION

81. CALTRANS is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to LACMTA or other local agencies under SUPPLEMENTAL AGREEMENT and those activities that are excluded under this MASTER AGREEMENT.
82. The PROJECT cannot be advertised and awarded for CONSTRUCTION without obtaining the physical and legal possession of the right-of-way and right-of-way certification has been issued by CALTRANS.
83. CALTRANS will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, CALTRANS also accepts responsibility to administer the construction contract.
84. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTIES must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) work days, CALTRANS will not award the construction contract.
85. CALTRANS will implement changes to the construction contract through Change Orders. PARTIES will review and concur on all Change Orders over \$500,000.
86. Prior to CONSTRUCTION, CALTRANS and LACMTA will develop and execute a new or amended maintenance agreement if required in Exhibits B and C under this MASTER AGREEMENT.

87. Upon completion of WORK, ownership to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System within State Highway System right-of-way as part WORK become the property of CALTRANS. Any materials and equipment constructed or installed for the operations and/or maintenance of SYSTEM shall become the property of LACMTA.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside the State Highway System right-of-way.

Schedule

88. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.

Additional Provisions

Standards

89. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; FHWA standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD Users Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual (PDPM)
- Workplan Standards Guide (WSG) which defines WORK BREAKDOWN STRUCTURE (WBS) – WBS is a standardized hierarchical listing of project work activities/products in increasing levels of detail constituting each PROJECT COMPONENT.
- Standard Environmental Reference
- Highway Design Manual
- Right of Way Manual
- Construction Manual

Qualifications

90. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.
91. CALTRANS shall allocate to the maintenance services to be provided under this MASTER AGREEMENT, qualified staff and adequate equipment and shall deliver to LACMTA any information reasonably requested by LACMTA to verify that CALTRANS has sufficient equipment, personnel and other resources to satisfy its obligations hereunder. CALTRANS will staff a maintenance supervisor or equivalent designee to be responsible for coordinating Maintenance Services and assuring quality control, at no cost to LACMTA.

Encroachment Permits

92. CALTRANS will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

93. LACMTA and their contractors shall apply for necessary encroachment permits(s) for required toll collection system or vehicle enforcement system work within CALTRANS highway right-of-way, in accordance with CALTRANS's standard permit procedures. Permits will be issued at no charge to LACMTA, or its authorized agent(s), unless an inspection is required, then a fee will be charged based on job type, length of work, traffic closure, and so forth. STATE will endeavor to issue encroachment permits within 30 days following receipt of an acceptable application.
94. CALTRANS shall provide a qualified CALTRANS representative who shall have the authority to accept or reject work and materials, or to order any actions needed for public safety or the preservation of property, and to assure compliance with all the Encroachment Permit(s) issued to LACMTA and/or to LACMTA's authorized agent(s).

Protected Resources

95. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

96. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

97. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public documents. PARTIES will consult with each other prior to the release of any public documents related to the WORK.

98. OPERATIONAL DATA generated by CALTRANS and LACMTA, or its authorized agent(s), shall be made available upon request by either party to this MASTER AGREEMENT within thirty (30) days. LACMTA, or its authorized agent(s), will abide by the EXPRESSLANES Privacy Policy and all applicable laws to ensure that account holder personal information will not be disclosed.
- a. CALTRANS and LACMTA receive no warranty regarding provided data, whether express or implied, and all warranties of merchantability and fitness of provided data for any particular purpose are expressly disclaimed.
 - b. CALTRANS and LACMTA make no warranty that the data provided will be free of errors, and that the provided data is on and as is and with all faults basis.
 - c. CALTRANS and LACMTA will not license or distribute any shared data to any parties not included in this MASTER AGREEMENT, without the written consent of the other party, except for purposes of the National Evaluation required by USDOT.

Hazardous Materials

99. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

100. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.
101. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.
- CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this MASTER AGREEMENT.

102. For pre-CONSTRUCTION component, PARTIES agree to avoid any parcel(s) containing HM-1 within PROJECT limits and outside the existing State Highway System right-of-way. If such parcel(s) are deemed unavoidable in accordance with CALTRANS policy, LACMTA will notify the appropriate regulatory agency to report the presence of HM-1 to facilitate parcel remediation/cleanup. Responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. PARTIES will meet and discuss potential impacts to PROJECT cost, scope and schedule.
103. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right of way during the CONSTRUCTION component, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. CALTRANS will notify the appropriate regulatory agency to report the presence of HM-1. PARTIES will meet and discuss potential impacts to PROJECT cost, scope and schedule.
104. The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this MASTER AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.
105. CALTRANS is responsible for HM-2 MANAGEMENT within the PROJECT limits.
106. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

107. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
108. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this MASTER AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.

Accounting and Audits

109. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.

110. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this MASTER AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

111. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), and LACMTA will have access to all WORK -related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this MASTER AGREEMENT.

112. On a fiscal year annual basis, LACMTA will provide CALTRANS with EXPRESSLANES revenue and expenditures reports. Standard reports will be developed by LACMTA or its authorized agent(s) to measure FasTrak® revenues and expenditures.

The reports shall be in a format approved by CALTRANS in conformance with USDOT Reporting Requirements and herein referred to as EXPRESSLANES Revenue and Expenditure Report.

Interruption of Work

113. If WORK stops for any reason, each PARTY will continue to implement the obligations of this MASTER AGREEMENT, including the commitments and conditions included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.
114. Upon the termination of the EXPRESSLANES PROGRAM, CALTRANS shall use funds from revenues generated by EXPRESSLANES to restore EXPRESSLANES to conditions acceptable to CALTRANS, within eighteen (18) months after termination, unless otherwise modified by mutual agreement of both CALTRANS and LACMTA. In the event there are insufficient revenues, LACMTA, in cooperation with CALTRANS, shall secure funding from other sources.

Penalties, Judgments and Settlements

115. The cost of awards, judgments, or settlements generated by the WORK are to be paid from the funds obligated in this MASTER AGREEMENT.
116. The cost of legal challenges to the environmental process or documentation may be paid from the funds obligated in this MASTER AGREEMENT.
117. Fines, interest, or penalties against a PARTY will not be considered costs eligible for reimbursement from the PROJECT. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will be responsible to pay such costs and will indemnify and hold all other PARTIES harmless per the terms of this MASTER AGREEMENT.

Environmental Compliance

118. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this MASTER AGREEMENT to include completion of those additional tasks.

Lane Closures

119. Notwithstanding other provisions in this MASTER AGREEMENT, when necessary, CALTRANS may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for incident management, or emergency response in accordance with established rules, guidelines and criteria in accordance with the approved Traffic Incident Management Plan (TIMP) developed for EXPRESSLANES. In such event, LACMTA shall adjust its VTMS signs upon receipt of the proper notification from CALTRANS to reflect the special operating configuration of the lanes.

120. CALTRANS may close EXPRESSLANES and/or open EXPRESSLANES to general-purpose traffic for construction purposes and maintenance purposes in accordance with terms of this MASTER AGREEMENT. In such event, CALTRANS shall notify LACMTA **two (2) weeks** in advance of such occurrences. In such event, LACMTA shall adjust its VTMS signs to reflect the special operating configuration of the lanes.
121. CALTRANS shall not close the EXPRESSLANES during peak hours without meeting and conferring with LACMTA prior thereto, and CALTRANS shall provide at least three (3) months prior written notice to LACMTA in the event any CALTRANS activity in a portion of the EXPRESSLANES CORRIDOR requires a partial or full closure of the EXPRESSLANES for longer than 24 hours, except as to those closures for incident management, or emergency response which are not anticipated by CALTRANS prior to the inception of the event causing such closure.

Operations of Toll Facility

122. LACMTA shall provide CALTRANS upon request with available operational data related to the Toll Facility, including, but not limited to; traffic volumes, occupancy data including average vehicle occupancy, and changeable message board data (“OPERATIONAL DATA”) for use in state-wide reports and engineering studies.

Public Safety and Policing

123. No Right to Toll Facility Customer Information. LACMTA shall not provide CALTRANS with any independent right to any personally identifiable information (PII) customer information regarding the use of toll facility other than general anonymized statistical data. \

Compliance with Laws

124. LACMTA shall follow all applicable traffic enforcement laws and regulations and both Parties shall comply with all applicable privacy laws with respect to customer information.

Airspace Reserve

125. Airspace over or under any portion of the Toll Facility is hereby expressly reserved to CALTRANS, with the exception of toll collection equipment, gantries and toll enforcement equipment, any ExpressLanes traffic control devices, ITS equipment, and sensors.

Communications

126. The term COMMUNICATIONS MATERIALS, as used herein, include, but are not limited to, press events, public and external newsletters, printed materials, advertising, websites, radio and public service announcements, electronic media, and construction site signage.
127. CALTRANS shall coordinate with LACMTA regarding all COMMUNICATIONS MATERIALS proposed to be used by CALTRANS for advertising or public relations purposes prior to publication. CALTRANS shall not allow LACMTA related copy to be published in CALTRANS' advertisements and public relations programs without prior coordination with LACMTA.
128. CALTRANS shall ensure that all COMMUNICATIONS MATERIALS contain recognition of LACMTA's and Metro EXPRESSLANES PROGRAM contribution to ROADWAY O&M, EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS as more particularly set forth in the then current "Funding Agreement Communications Materials Guidelines" available online or from the LACMTA Project Manager.
129. In addition to complying with the above, CALTRANS shall:
 - a. include prominently/in the lead, at a minimum, recognition of Metro EXPRESSLANES PROGRAM contribution to the maintenance and projects on literature, marketing brochures, newsletters, invitations and other communication materials by including the phrase in the likes of "This project was partially funded by Metro EXPRESSLANES PROGRAM."
 - b. include in any Joint Agency press release, at a minimum, a recognition of Metro EXPRESSLANES PROGRAM contribution to the projects by including the phrase in the likes of "This project was funded by Metro EXPRESSLANES PROGRAM."
 - c. notify the LACMTA Project Manager of all planned press events, ribbon cuttings, groundbreakings, and all other public and/or press events related to the projects at a minimum thirty (30) days before such events take place to allow LACMTA to participate in such events, at LACMTA's sole discretion.
 - d. prominently display the following phrase on all signage for project structures, facilities, and construction sites: "This project made possible by Metro [Metro logo] and Metro EXPRESSLANES PROGRAM [Metro EXPRESSLANES PROGRAM logo]"
 - e. request the most current Metro logo and the most current Metro EXPRESSLANES PROGRAM logo from the LACMTA Project Manager when creating any and all communications materials containing the Metro logo and Metro EXPRESSLANES PROGRAM logo.

130. The Metro logo is a trademarked item that shall be reproduced and displayed in accordance with specific graphic guidelines. These guidelines and logo files including scalable vector files will be available through the LACMTA Project Manager.
131. CALTRANS shall ensure that any subcontractor, including, but not limited to, public relations, public affairs, and/or marketing firms hired to produce COMMUNICATIONS MATERIALS for public and external purposes will comply with the requirements contained in this Section.
132. The LACMTA Project Manager shall be responsible for monitoring CALTRANS compliance with the terms and conditions of this Section. CALTRANS failure to comply with the terms of this Section shall be deemed a default hereunder and LACMTA shall have all rights and remedies set forth herein.

GENERAL CONDITIONS

Venue

133. PARTIES understand that this MASTER AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This MASTER AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this MASTER AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this MASTER AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

134. All CALTRANS' obligations under this MASTER AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
135. All LACMTA's obligations under this MASTER AGREEMENT are subject to the approval of the allocations of resources to the EXPRESSLANES in the annual document that shows the EXPRESSLANES toll revenues, identifies the budget for the administration of the EXPRESSLANES PROGRAM and various maintenance and project expenses that are to be funded by EXPRESSLANES toll revenues including but not limited to ROADWAY O&M, EXPRESSLANES IMPROVEMENTS, and NON-EXPRESSLANES IMPROVEMENTS for the next fiscal year and the various projects to be implemented by CALTRANS and other local agencies within the corridor (EXPENDITURE PLAN) by the LACMTA Board of Directors.

136. CALTRANS retains the right to protect public safety, preserve property rights, and ensure that all projects on the State Highway System are in the best interest of the system, as determined by CALTRANS.

Indemnification

137. Neither CALTRANS nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by LACMTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon LACMTA under this MASTER AGREEMENT. It is understood and agreed that LACMTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by LACMTA, its contractors, sub-contractors, and/or its agents under this MASTER AGREEMENT.
138. Neither LACMTA nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this MASTER AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless LACMTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this MASTER AGREEMENT.

Non-parties

139. PARTIES do not intend this MASTER AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this MASTER AGREEMENT. PARTIES do not intend this MASTER AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
140. PARTIES will not assign or attempt to assign obligations to PARTIES not signatory to this MASTER AGREEMENT without an amendment to this MASTER AGREEMENT.

Ambiguity and Performance

141. Both PARTIES have actively participated in the drafting of this MASTER AGREEMENT. Any ambiguity contained in this MASTER AGREEMENT will not be interpreted against either PARTY. The PARTIES waive the provisions of California Civil Code section 1654.

A waiver of a PARTY's performance under this MASTER AGREEMENT will not constitute a continuous waiver of any other provision nor would it constitute a waiver of future performance.

142. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

143. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.
144. A default under this MASTER AGREEMENT is defined as any one or more of the following: (i) CALTRANS fails to comply with the terms and conditions contained herein; (ii) CALTRANS fails to perform satisfactorily or makes a material change, as determined by LACMTA as its sole discretion, to Exhibits B and C or the WORK scope without LACMTA's prior written consent or approval as provided herein; or (iii) CALTRANS is consistently responsible for being behind schedule in meeting milestones or in delivering the WORK.

Dispute Resolution

145. PARTIES will first attempt to resolve MASTER AGREEMENT disputes at the PROJECT team level. On January 21, 2020, both PARTIES entered into a Partnering Agreement. PARTIES shall adhere to the conflict resolution process as outlined in the Partnering Agreement. If they cannot resolve the dispute themselves, the CALTRANS District 7 Director and the Chief Executive Officer of LACMTA or his designee will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this MASTER AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

146. The remedies described herein are non-exclusive. In addition to the above remedies specified herein, the parties shall each have the right to enforce any and all rights and remedies herein or which may be now or hereafter available at law or in equity.

Prevailing Wage

147. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

INVOICE AND PAYMENT

148. LACMTA will pay invoiced amount within forty-five (45) calendar days of receipt of the invoice unless LACMTA is paying with Electronic Funds Transfer (EFT). When paying with EFT, LACMTA will pay the invoiced amount within thirty (30) business days of receipt of the invoice.
149. If LACMTA has received EFT certification from CALTRANS, then LACMTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
150. CALTRANS will invoice and LACMTA will reimburse monthly for actual costs of work performed in the EXPRESSLANES IMPROVEMENTS up to the amount against the respective WORK as shown in Exhibit B.

151. CALTRANS will invoice and LACMTA will reimburse monthly for actual costs of work performed in the NON-EXPRESSLANES IMPROVEMENTS up to the amount against the respective WORK, as shown in Exhibit C.
152. The toll revenue funds for each EXPRESSLANES IMPROVEMENTS and NON-EXPRESSLANES IMPROVEMENTS shall be paid on a reimbursement basis, with all reporting, invoicing, auditing and general terms of funding under this agreement for WORK as follows:
 - a. CALTRANS shall provide LACMTA with written notice when 25%, 50%, and 80% of the funds have been expended for EXPRESSLANES IMPROVEMENTS.
 - b. Reimbursement of WORK costs shall be paid on a monthly basis as follows: The amount of the payment by LACMTA is subject to the provisions herein below.
 - i. Any toll revenue funds expended by CALTRANS prior to the EFFECTIVE DATE identified in Exhibits B and C under this MASTER AGREEMENT for the specific WORK, except as provided for herein, shall not be reimbursed without the prior written consent of LACMTA.
 - ii. CALTRANS must demonstrate timely use of the toll revenue funds by:
 1. Meeting the most current approved planned completion date, agreed to by CALTRANS and LACMTA; and
 2. Submitting the MONTHLY EXPENSE/PROGRESS REPORT for each project using the format shown in REPORTING AND EXPENDITURE GUIDELINES (attached to MASTER AGREEMENT herein) within fifteen (15) days following the month for which the report is due. LACMTA will not reimburse CALTRANS until the completed required reports are received and approved.
 3. Begin expenditure of funds within one year of approval to avoid potential lapsing of funds.

SIGNATURES

PARTIES are authorized to enter into this MASTER AGREEMENT and have delegated to the undersigned the authority to execute this MASTER AGREEMENT on behalf of the respective agencies and hereby covenants to have followed all the necessary legal requirements to validly execute this MASTER AGREEMENT.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Gloria Roberts
Acting D7 District Director

VERIFICATION OF FUNDS AND
AUTHORITY:

Vickie Murphy District Budget Manager

APPROVED AS TO FORM AND
PROCEDURE:

Meera Danday
Deputy Attorney

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

Darwin Salmos
HQ Accounting Supervisor

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY**

Stephanie N. Wiggins
Chief Executive Officer

APPROVED AS TO FORM:
Dawyn R. Harrison
County Counsel

By: Deputy

PROJECT CLOSURE STATEMENT INSTRUCTIONS

1. Did PARTIES complete all scope, cost and schedule commitments included in this MASTER AGREEMENT and any amendments to this MASTER AGREEMENT?

YES / NO

2. Did CALTRANS accept and approve all final deliverables submitted by other PARTIES?

YES / NO

3. Did the CALTRANS HQ Office of Accounting verify that all final accounting for this MASTER AGREEMENT and any amendments to this MASTER AGREEMENT were completed?

YES / NO

4. If construction is involved, did the CALTRANS District Project Manager verify that all claims and third party billings (utilities, etc.) have been settled before termination of the MASTER AGREEMENT?

YES / NO

5. Did PARTIES complete and transmit the As-Built Plans, Project History File, and all other required contract documents?

YES / NO

If ALL answers are “YES”, this form may be used to TERMINATE this MASTER AGREEMENT.

SAMPLE PROJECT CLOSURE STATEMENT

PARTIES agree that they have completed all scope, cost, and schedule commitments included in Agreement 07-5092 for PROJECT (EA XXXXX) and any amendments to the agreement. The final signature date on this document formally concludes responsibility for PROJECT under agreement 07-5092) except survival articles. All survival articles in agreement 07-5092 for PROJECT (EA XXXXX) will remain in effect until expired by law, terminated or modified in writing by the PARTIES' mutual agreement, whichever occurs earlier.

The people signing this agreement have the authority to do so on behalf of their public agencies.
CALTRANS

Name
District Director

Date

CERTIFIED AS TO ALL FINANCIAL OBLIGATIONS/TERMS AND POLICIES

Name
District Budget Manager

Date

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Name
Chief Executive Officer

Date

REPORTING AND EXPENDITURE GUIDELINES

Reporting Procedures

1. The Monthly Expense & Progress Report documents all WORK related activities and expenditures in any month. CALTRANS shall diligently complete all information requested on the form. Clear and detailed explanation must be included where necessary to explain lack of activity, delays, and other special and/or out of ordinary circumstances.
2. Monthly Expense & Progress Reports are to be submitted to LACMTA by the 15th of each month.
3. Upon completion of the WORK, CALTRANS shall submit a final report that will include the WORK's final evaluation.
4. If no WORK activity has occurred during a particular quarter, CALTRANS will still submit the Monthly Progress Report documenting the reason for no activity. The report shall be sent to the LACMTA Executive Officer on the COVER SHEET of this MASTER AGREEMENT.

Expenditure Guidelines

5. Any activity or expense above and beyond the scope of work required to complete PROJECT COMPONENT as defined in the CALTRANS Workplan Standards Guide is considered ineligible.
6. Administrative cost (personnel, office supplies, and equipment) is defined as the on-going expense incurred by CALTRANS for the duration and direct benefit of the PROJECT. As a condition of eligibility, all costs must be necessary for maintaining, monitoring, coordinating, reporting, and budgeting of the PROJECT. Additionally, expenses must be reasonable and appropriate to the activities related to the PROJECT.

Definitions

7. Allowable Cost: To be allowable, costs must be reasonable, recognized as ordinary and necessary (including the remediation of hazardous materials encountered in the course of Project completion), and consistent with established CALTRANS practices.

8. Excessive Cost: Any expense proven “excessive” by LACMTA staff will be adjusted to reflect a “reasonable and customary” level. For detail definition of “reasonable cost”, please refer to the Federal Register OMB Circulars A-87 Cost principals for State and Local Governments, and A-122 Cost Principals for Non-Profit Organizations.
9. Ineligible Expenditures: Any activity or expense charged above and beyond the approved Scope of Work is considered ineligible.

FOR LACMTA USE ONLY**MONTHLY EXPENSE/PROGRESS REPORT**

For Caltrans Freeway Projects

Date Received

Project Manager

SECTION I: GENERAL INFORMATION

PROJECT TITLE

Agreement Number

07-5092

Project's Report Schedule:**Fiscal Year:**☐ 2017-
2018☐ 2018-
2019☐ 2019-
2020☐ 2020-
2021**Month:****Date Submitted:****Quarterly Progress/
Expense Report Number****Project Sponsor****LACMTA****Representative/Project
Manager****Caltrans Project Manager**

I certify that I am the responsible Project Manager and representative of Caltrans and that to the best of my knowledge and belief the information stated in this report is true and correct.

*Signature**Date**Name**Title*

SECTION II: MONTHLY EXPENSE REPORT

	Toll Revenue Funds \$	Total \$
This Month Expenditure - Caltrans		
This Month Expenditure – Consultants		
Total Funds Expended this Month (Caltrans and Consultants)		
Total Funds Expended to Date (Caltrans and Consultants)		
Total Project Budget		
Balance		

Percent of Project Completed	
-------------------------------------	--

SECTION III: QUARTERLY PROGRESS REPORT

Please note that letters or other forms of documentation may not be substituted for this form.

DELIVERABLES & MILESTONES

*List all deliverables and milestones as stated in the MASTER AGREEMENT, with start and end dates. Calculate the total project duration. If start and/or end dates change from those stated in the MASTER AGREEMENT, indicate the new dates and re-calculate the project duration. **DO NOT CHANGE THE ORIGINAL MILESTONE START AND END DATES**; EXCEPT the original milestone date for Ready To List (RTL) may be revised after the completion of PA&ED; and, the original milestone date for Construction Contract Acceptance (CCA) may be revised after award of the construction contract.*

Milestone	Original Schedule		Revised Schedule		Actual Schedule	
	Start Date Per Scope Of Work	End Date Per Scope Of Work	Start Date	End Date	Start Date	End Date
Total Project Duration (days)						
Project Delay (%) (If applicable)	a. [(Revised Duration - Original Duration) / Original Duration] X100=_____% b. [(Actual Duration - Original Duration) / Original Duration] X100=_____%					

A. Based on the comparison of the original and actual project milestone schedules above, project

is (select only one):

- ☐ On schedule per original scope
 ☐ Up to 30% behind original schedule
☐ Between 31%-60% behind original schedule
 ☐ More than 60% behind original schedule

B. Was the project design started within 6 months of the date originally stated in the MASTER AGREEMENT?

- ☐ Yes
 ☐ No
 ☐ Not Applicable

C. Was a construction contract awarded within 9 months after completion of design?

- ☐ Yes
 ☐ No
 ☐ Not Applicable

D. If the project is 60%+ behind schedule, check one of the following reasons for the delay. Section 3 below should be used to provide more detail as needed.

- ☐ LACMTA-Requested Delay (attach documentation)
 ☐ Lawsuit or Litigation
☐ Other Agency Delay (attach documentation)
 ☐ Natural Disasters/Acts of God
☐ Other

Explain_____

1. STATUS REPORT

Describe tasks accomplished this quarter based on the approved schedule of deliverables.

2. PROBLEMS

Describe problem areas (this quarter only) and how they have been/will be resolved. Pay particular attention to schedule delays.

3. ACTION ITEMS FOR NEXT QUARTER

If project is delayed, include appropriate action items to get project back on schedule or to avoid further delays.

EXHIBIT A

Estimated Maintenance Annual Budget

Category/Family	Frequency	Maintenance Activities for ExpressLanes	Caltrans Effort		Unit Costs
			Estimated Hours/Year	Estimated Costs	Hourly/Rate
Work for Others A Family		Flexible Pavement	100	\$15,000	\$150
Routine Inspection (multi-purpose inspection) Complaint Investigation Pothole patching Crack Sealing	Weekly As Needed As Needed As Needed				
Work for Others B Family		Rigid Pavement	100	\$15,000	\$150
Routine Inspection (multi-purpose inspection) Complaint Investigation	Weekly As Needed				
Work for Others C Family		Ditches, Channels, Drainage	720	\$76,000	\$106

Routine Inspection Complaint Investigation Drainage Clean-out Fence/ Glare Screen	Weekly As Needed As Needed As Needed				
Work for Others D Family		Sweeping, Litter and Graffiti Removal	1400	\$125,000	\$89
Routine Inspection Debris/Litter/Graffiti Complaint Investigation Debris/Litter/Graffiti Removal Roadway Sweeping Illegal Sign Removal Roadway debris clearing after incident	Weekly As Needed As Needed Monthly As Needed As Needed				
Work for Others E Family		Landscaping	860	\$76,000	\$88
Restore shoulder landscaping	As Needed				
Work for Others F Family		Storm Water Management Program	50	\$9,000	\$180
Storm water drainage inspection Storm water drain cleaning	As Needed As Needed				
Work for Others H Family		Bridge	2000	\$129,000	\$65

Structural Inspection	As Needed				
Structural Repair	As Needed				
Paint Inspection	As Needed				
Paint Repair	As Needed				
Deck Spall Repair	As Needed				
Joint Seals Cleaning/ Repair	As Needed				
Work for Others K Family		Signals and Lightings	650	\$219,000	\$337
Routine Highway Lighting Inspection (at night)	Weekly				
Lighting Complaint Investigation	As Needed				
Highway Lighting Repairs	As Needed				
Loop Detectors – Existing					
Work for Others M Family		Striping and Signs	4150	\$356,000	\$86
Routine Inspection	Weekly				
Spot Re-striping of EXPRESSLANES	As Needed				
Routine Sign Panel and Structure Inspection	Weekly				
Sign Panel/Structure Complaint Investigation	As Needed				
Sign Panel/Structure Repair/Replacement (includes New Panels on Existing Sign Structures)	As Needed				
Guardrail Complaint Investigation	Weekly				
Guardrail Repair/Replacement	As Needed				
Routine Barrier Inspection	As Needed				
Barrier Complaint Investigation					
Barrier Repair/Replacement					

Stencils Repair/ Replacement Raised/Pavement Markers Crash Cushions (Attenuators)					
Work for Others S Family		Storm Patrol, Flood Control	24	\$5,000	\$208
		Meetings: One meeting per month plus additional as- needed, average of 2 Caltrans Division of Maintenance staff participating, each 3 hrs. per meeting: 2x3x12=72 hrs. per year)	72	\$15,000	TBD
		Other Future Needs to Be Determined (TBD)			
		Emergency Response*		TBD	
		On-Call Maintenance		TBD	

		Permanent Repair		TBD	
		Reporting		TBD	
		Annual hours/ Without “Other Future Needs (TBD)”	10,386		
		Estimated Total Annual Cost Without” Other Future Needs (TBD)”		\$1,040,000	
		Yearly Escalation Percentage 5%			

EXHIBIT B

EXPRESSLANES IMPROVEMENTS

Date:

Page 1

EA PPNO CO-Route PM SPONSOR¹ IMPLEMENTING AGENCY²	Description	Project Component(s) - Planned Completion Date	Total Estimated Cost (x\$1000)	CEQA/ NEPA Lead Agency³	Maintenance Agreement Required (1. Not Needed 2. New 3. Amend)	Total Toll Revenues⁴ Programmed (x\$1000)	Date Project Added, Amended, or Supplemented	Effective Date	Separate Agreement Required (Y/N)

1. LACMTA must be the SPONSOR.

2. CALTRANS must be the IMPLEMENTING AGENCY.

3. CALTRANS must be the CEQA/NEPA Lead Agency.

4. Only Net Toll Revenue funds can be used.

If any of the above following conditions are not true, then a separate cooperative agreement must be executed to initiate work.

EXHIBIT C

NON-EXPRESSLANES IMPROVEMENTS

Date:

Page 1

EA PPNO CO-Route PM SPONSOR¹ IMPLEMENTING AGENCY²	Description	Project Component(s) - Planned Completion Date	Total Estimated Cost (x\$1000)	CEQA/ NEPA Lead Agency³	Maintenance Agreement Required (1. Not Needed 2. New 3. Amend)	Total Toll Revenues⁴ Programmed (x\$1000)	Date Project Added, Amended, or Supplemented	Effective Date	Separate Agreement Required (Y/N)

1. CALTRANS must be the SPONSOR.

2. CALTRANS must be the IMPLEMENTING AGENCY.

3. CALTRANS must be the CEQA/NEPA Lead Agency.

4. Only Net Toll Revenue funds can be used.

If any of the above following conditions are not true, then a separate cooperative agreement must be executed to initiate work.

EXHIBIT D

SAMPLE

Project Description

Date: _____

Project Name, LACMTA ID# and FTIP #: _____

Party Responsible for Work: _____

ExpressLanes Project: ____ Non ExpressLanes Project: ____

Date Approved by LACMTA Board: _____

Date Caltrans received authority to work on the Project as set forth in this Project Description: _____

Scope of Work:

Work Schedule:

[Separate box] Special Conditions:

Eligible Funds Expenditure Start Date: _____

By signing below, CALTRANS understands and agrees: (i) this Project Description is being issued as contemplated by that certain Agreement for Improvements, Operations and Maintenance on ExpressLanes entered into by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) and the State of California, acting by and through its Department of Transportation (“CALTRANS”) as of _____ (“MASTER AGREEMENT FOR IMPROVEMENTS, OPERATIONS & MAINTENANCE OF EXPRESSLANES on I-10 AND 110”), and (ii) the Project described herein shall be subject to all applicable terms and conditions of the Master Agreement, including without limitation, invoicing, reimbursement, audit, indemnity and insurance, which are hereby incorporated by reference as if fully set forth herein. Further, CALTRANS acknowledges and agrees it is aware of the terms and conditions contained in the Master Agreement and agrees to abide by the terms and conditions contained therein and that all references to “**PROJECTS**” therein shall mean the Project as defined in this Project Description. All terms not defined herein shall have the meaning set forth in the Master Agreement.

Signatures

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____

By: _____

Attachment F

Round 1 (2014) Project List

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-10	City of Baldwin Park	Frazier Street Pedestrian and Bicycle Safety Improvements	\$895,288	100%
I-10	City of Los Angeles	My Figueroa Project Marketing and Safety	\$150,000	100%
I-10	City of Monterey Park	Monterey Park Bike Corridor Project	\$233,034	100%
I-10	City of El Monte	I-10 Active Commute, Healthy Communities Project	\$440,000	100%
I-10	City of Los Angeles	Cesar Chavez Great Street	\$435,000	100%
I-110	Caltrans	I-110 HOT/Express Lanes Improvements	\$1,020,039	100%
I-110	Access Services	Express-Lane CNG-Fueled MV-1 Program	\$408,000	100%
I-110	City of Gardena	Line 1X-Expand Transit Bus Service on I-110 Freeway	\$842,482	100%
I-110	City of Los Angeles	ATSAC Infrastructure Communication Systems Enhancement along I-110 Freeway	\$1,425,000	100%
I-110	City of Los Angeles	Commuter Express Service Expansion to Alleviate Congestion on Harbor Freeway	\$724,000	100%
I-110	County of Los Angeles	South Bay Arterial Performance Measurement Project	\$504,000	100%
I-110	LACMTA	Bikeshare-Downtown Los Angeles Project	\$3,792,892	100%
I-110	LACMTA	Dodger Stadium Express-Harbor Gateway (DSE-HG)	\$1,292,604	100%
I-110	LACMTA	Union Station Metro Bike Hub	\$700,000	100%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-10	City of Baldwin Park	Baldwin Park Commuter Connector Express Line	\$700,395	93%
I-10	Caltrans	Express Lanes Corridors Incident Management Improvements Project	\$480,000	80%
I-10	City of El Monte	Santa Anita Avenue Active Transportation for El Monte Station and Downtown El Monte	\$633,782	64%
I-110	City of Carson	Dominguez Channel Bike & Pedestrian Path	\$1,259,000	25%
I-110	Torrance Transit	Torrance Transit Expansion of Line #1 and Line #4 HOTLane Service	\$2,235,991	1%
I-110	City of Los Angeles	Active Streets LA Budlong Avenue	\$1,176,185	Deobligated by request of the city.
Round 1 (2014) Project Totals			\$19,347,692	81%

Round 2 (2016) Project List

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	City of Los Angeles	Community DASH Service Improvements Linking with Harbor Freeway Connections	\$1,765,680	100%
I-110	LACMTA	Bus Rapid Transit Freeway Station Sound Enclosure	\$1,833,332	100%
I-110	LACMTA	Willowbrook/Rosa Parks Station Improvements Project	\$2,000,000	100%
I-110	County of Los Angeles	South Bay Arterial ITS Congestion Relief Project	\$717,360	100%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	County of Los Angeles	Firestone Blue Line Station Intersection and Bikeway Improvements Project	\$1,863,000	100%
I-10	Foothill Transit	Procurement of two Electric Double Decker Buses	\$1,458,000	100%
I-10	Access Services	Accessible CNG-Fueled Vehicles for Access Services	\$1,130,925	100%
I-10	City of Los Angeles	Downtown LA on Demand Mobility Connectivity Center	\$992,000	100%
I-10	City of Arcadia	City of Arcadia Transit & Pedestrian Mobility Enhancement Project	\$470,000	100%
I-10	City of Los Angeles	Sixth Street Viaduct Mission/Myers Roundabout Project	\$1,796,000	100%
I-110	Long Beach Transit	Los Angeles Galaxy Shuttle Bus Service (Galaxy Express)	\$600,000	92%
I-10	City of Los Angeles	Vision Zero I-10 Corridor Area Traffic Signal Improvements	\$776,000	71%
I-10	County of Los Angeles	Whittier Blvd Transit Priority Project	\$516,600	67%
I-110	City of Gardena Transit	Gardena Transit Innovative ITS Rollout	\$1,375,000	66%
I-10	County of Los Angeles	Eaton Wash Bike Path - Phase 1	\$3,100,000	59%
I-110	County of Los Angeles	Vermont Green Line Intersection Improvement Project	\$1,626,000	40%
I-110	City of Los Angeles	I-110 Corridor Revitalization - Grand Avenue/Flower Avenue	\$1,231,000	32%
I-110	City of Carson	Carson Rapid Bus Priority System	\$584,150	28%
I-110	City of Carson	Dominguez Channel Bike Path Improvements	\$1,299,478	18%
I-110	City of Carson	I-110 Freeway Arterial Improvements	\$1,760,000	3%

Corridor	Lead Agency	Project Name	Funding	Status - Percentage Completed and Invoiced
I-110	Torrance Transit	Torrance Transit Line #4 Express Buses and Relief Vehicles	\$960,000	0%
Round 2 (2016) Project Totals			\$27,854,525	71%
Rounds 1 and 2 Project Totals			\$47,202,217	75%

**Round 3 - Congestion Reduction
ExpressLanes Net Toll Revenue Re-Investment Grant
Project Eligibility Guidelines**

I. Overview

The generation of net toll revenues from the ExpressLanes offers a unique opportunity to advance the Long Range Transportation Plan (LRTP) and Los Angeles County Metropolitan Transportation Authority's (LACMTA) goals for a more sustainable countywide transportation system.

The objective of the Program is to increase mobility through a series of integrated strategies (transit operations, transportation demand management, transportation systems management, active transportation, and capital investments) in the I-10 and I-110 corridors. These combined strategies have resulted in more reliable and stable outcomes and greater magnitude of positive change than a single strategy scenario. An expenditure plan that retains this focus on integrated strategies and multi-modalism would advance Metro's LRTP and sustainability goals as outlined in Metro's Countywide Sustainability Planning Policy (CSPP).

II. Eligible Applicants

Eligible applicants include public agencies that provide transportation facilities or services within Los Angeles County. These include cities, transit operators, the County of Los Angeles, and the Los Angeles County Metropolitan Transportation Authority. Transportation-related public joint powers authorities and non-profit agencies must partner with a public agency serving as lead to be eligible.

III. Eligible Projects

To be eligible for funds, the project/program must operate along or within three miles of either the I-10 Corridor (between Alameda Street to the west and the El Monte Transit Center to the east) or I-110 Corridor (defined as Adams Boulevard to the north and the Harbor Gateway Transit Center to the south) (see attached map). A project/program beyond the 3 mile radius will also be eligible if it can be determined that it is regionally significant and provides a direct benefit to the I-10 or I-110 corridors. Regional significance is defined as those projects that are multi-jurisdictional, and/or are included in, or consistent with, the Metro LRTP, the Metro Countywide Sustainability Planning Policy and Implementation Plan, or other relevant sub-regional plan.

Projects and programs are recommended for three categories to promote the LRTP and sustainable transportation strategies as an integral enhancement to the Metro ExpressLanes. A category for Transit Use is recommended because operation of high

frequency transit and feeder service as well as transit capital improvements have proven to be effective in creating mode shift and reducing congestion on the Metro ExpressLanes. A category for System Connectivity/Active Transportation primarily serves to improve bicycle and/or pedestrian infrastructure and to improve system connectivity between transit and the state highway. This category also demonstrates Metro's commitment to advance sustainable community strategies since Metro currently does not have a discretionary fund source eligible to fund operational activities associated with Active Transportation projects. A category for roadway improvements is recommended to encourage operational and system improvements to the adjacent roadways rather than focusing on improvements through expansion.

a) Transit Uses - eligible projects include:

- Purchase of new bus or commuter rail vehicles for service enhancement or new service
- Fare subsidy/operating subsidy
- Station enhancements and capacity improvements, including enhanced bus shelters, real-time arrival information, ticket vending machines (TVM) and other related improvements
- Regional Bus Maintenance facility improvements
- Transit corridor projects serving ExpressLanes corridors
- Rideshare/Vanpool programs (* May qualify for System Connectivity/Active Transportation funding if project creates shorter length trips of 3 miles or less.)

b) System Connectivity/Active Transportation – eligible projects include:

- First mile/last mile connections to transit facilities, focusing on multimodal elements recommended as part of the First/Last Mile Strategic Plan including investments that might support 3rd party mobility solutions (car-share, bike-share)
- Complete Streets projects which emphasize multi-modalism and consider the needs of motorists, pedestrians, transit users, bicyclists, commercial and emergency vehicles
- Bicycle infrastructure including bicycle lanes and secured bicycle parking facilities
- Pedestrian enhancements such as street crossings and ADA-compliance improvements
- Operating subsidy for bike parking, bike-share, and car-share
- Infrastructure and programs to support the use of electric vehicles
- Park-n-Ride facility improvements including restrooms, lighting, and security

c) Roadway Improvements

- Intelligent transportation system improvements to manage demand

- On/off ramp improvements connecting to city streets which reduce the incidents of bicycle and pedestrian collisions with vehicles
- Graffiti removal and landscaping suited to the Southern California ecology. For example, vegetation that does not contribute to smog and requires little or no irrigation. Additionally, landscaping with a high carbon sequestration factor and/or which provides habitat to environmentally sensitive species is favorable
- Subject to Metro Board approval, extension of the ExpressLane corridors

To the extent possible, applicants must utilize green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening initiatives.

If applicant is seeking funding for transit operations or roadway maintenance, the service/maintenance must either be new service/maintenance meeting a previously unmet need in the corridor or must increase service for existing lines in the corridor. Funding cannot be used to supplant existing service.

Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.

IV. Project Selection Process

Projects will be evaluated based on the following criteria:

Transit Uses and Roadway Improvements:	
A. Mobility Benefits (up to 25 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs	
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points) *5 points will be given to those applicants that partner with a non-profit agency.	
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 15 points)	
D. Local Match (up to 10 points)	
E. Cost Effectiveness (up to 10 points)	
F. Safety (up to 10 points)	
G. Project Implementation Readiness (up to 15 points)	

System Connectivity/Active Transportation:	
A. Mobility Benefits (up to 20 points) *Up to 10 points given for projects that demonstrate a significant benefit to EFCs	
B. Innovative Transportation Technology, Practices and Strategies (up to 15 points)	
C. Implementation of Regional and Local Sustainability Plans and Policies (up to 10 points)	
D. Local Match (up to 10 points)	
E. Cost Effectiveness (up to 10 points)	
F. Safety (up to 10 points)	
G. Project Implementation Readiness (up to 15 points)	
H. Non-profit Partnership (up to 10 points)	

V. Funding Priorities

Baseline targets of 40% of available funds for Transit Uses, 40% for System Connectivity/Active Transportation, and 20% for Roadway Improvements are identified as goals; however, the actual allocation of the funding will be based on the merits of the proposed projects and programs received.

VI. Eligible Costs

Eligible costs are development phase activities (including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities) and the costs of construction, reconstruction, rehabilitation, and acquisition of right-of-way, environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

VII. Non-Eligible Costs

Costs such as office equipment, furniture, office leases or space cost allocations or similar costs, applicant staff overtime costs, mileage reimbursements, and travel costs.

VIII. Other Conditions

- Applicants must maintain their existing commitment of local, discretionary funds for street and roadway maintenance, rehabilitation, reconstruction, and storm damage repair in order to remain eligible for Net Toll Revenue funds to be expended for streets and roads.
- All applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Grant funds received cannot be used to supplant, replace, or reduce the project sponsor's previously required match for any other grant program including Metro's Call for Projects.
- Applicants shall ensure that all Communication Materials contain the recognition of Metro's contribution to the project, program, or service. Sponsor shall ensure that at a minimum, all Communication Materials include the phrase "This project/program/service was partially funded by Metro ExpressLanes."
- PSR/PDS and PSRE – For projects that include a construction element, an approved Project Study Report/Project development Support (PSR/PDS) or Project Study Report Equivalent (PSRE) **is not required**.
- Project Funding Request Caps – there are no project funding request caps for any of the 3 categories.
- All project funding provided will be local funds. There are no federal or state dollars available through this program.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.
- Quarterly Progress /Expenditure Reports – All applicants that receive funding will be required to submit to Metro a Quarterly Progress/Expenditure Report based on this schedule:

Quarter Ending	Quarterly progress/Expenditure Report Due to Metro
March 31 st	May 31 st

June 30 th	August 31 st
September 30 th	November 30 th
December 31 st	February 28 th

- Audits – All grant program funding is subject to Metro audit. The findings of the audit are final.

IX. Schedule (dates are estimated and may change)

Board Approval of Application Package	April 2023
Distribution of Application Package	April 2023
Applicant Workshop	June 2023
Deadline for Grant Submissions	August 2023
Presentation of Projects to CAGs	August 2023
Recommendation of Projects to Metro Board for Approval	September or October 2023

X. General Administrative Conditions

a) Duration of Project

Project schedules must demonstrate that the project can be completed within 36 months of award.

Memorandum of Understanding (MOU) – Each awarded applicant must execute a memorandum of Understanding (MOU) with LACMTA which includes the statement of work, financial plan reflecting any local match provided (if applicable), schedule of milestones and deliverables. The schedule and milestones must reflect the **project will be completed within 36 months** from the date of award.

b) Grant Agreement Lapsing Policy

Grantee must demonstrate timely use of the Funds by:

- (i) Executing a grant Agreement within **six (6) months** of receiving formal transmittal of the grant agreement boilerplate;
- (ii) Begin expenditure of funds within one **(1) year** of executing the agreement to avoid potential lapsing of funds;
- (iii) Meeting the Project milestones due dates as stated in the Statement of Work;
- (iv) Timely submittal of the Quarterly Progress/Expenditure Reports; and

(v) Invoicing of all expenditures incurred within forty two **(42) months** from the date funds are available

If the Grantee fails to meet any of the above conditions, the Project may be considered lapsed and may be submitted to the Board for deobligation.

In the event that the timely use of the Funds is not demonstrated, the Project will be reevaluated as part of the annual Net Toll Re-investment Grant Deobligation process and the Funds may be deobligated and reprogrammed to another project by the Board.

Administrative extensions may be granted under the following conditions:

- (i) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc.). Inadequate staffing shall not be considered a basis for administrative extensions.
- (ii) Project delay due to an action that results in a change in scope or schedule that is mutually agreed upon by Metro and the project sponsor prior to the extension request.
- (iii) Project fails to meet completion milestone; however, public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.

Appeals to any recommended deobligation will be heard by a Metro appeals panel. If Grantee does not complete an element of the Project, as described in the Statement of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at Metro's sole discretion.

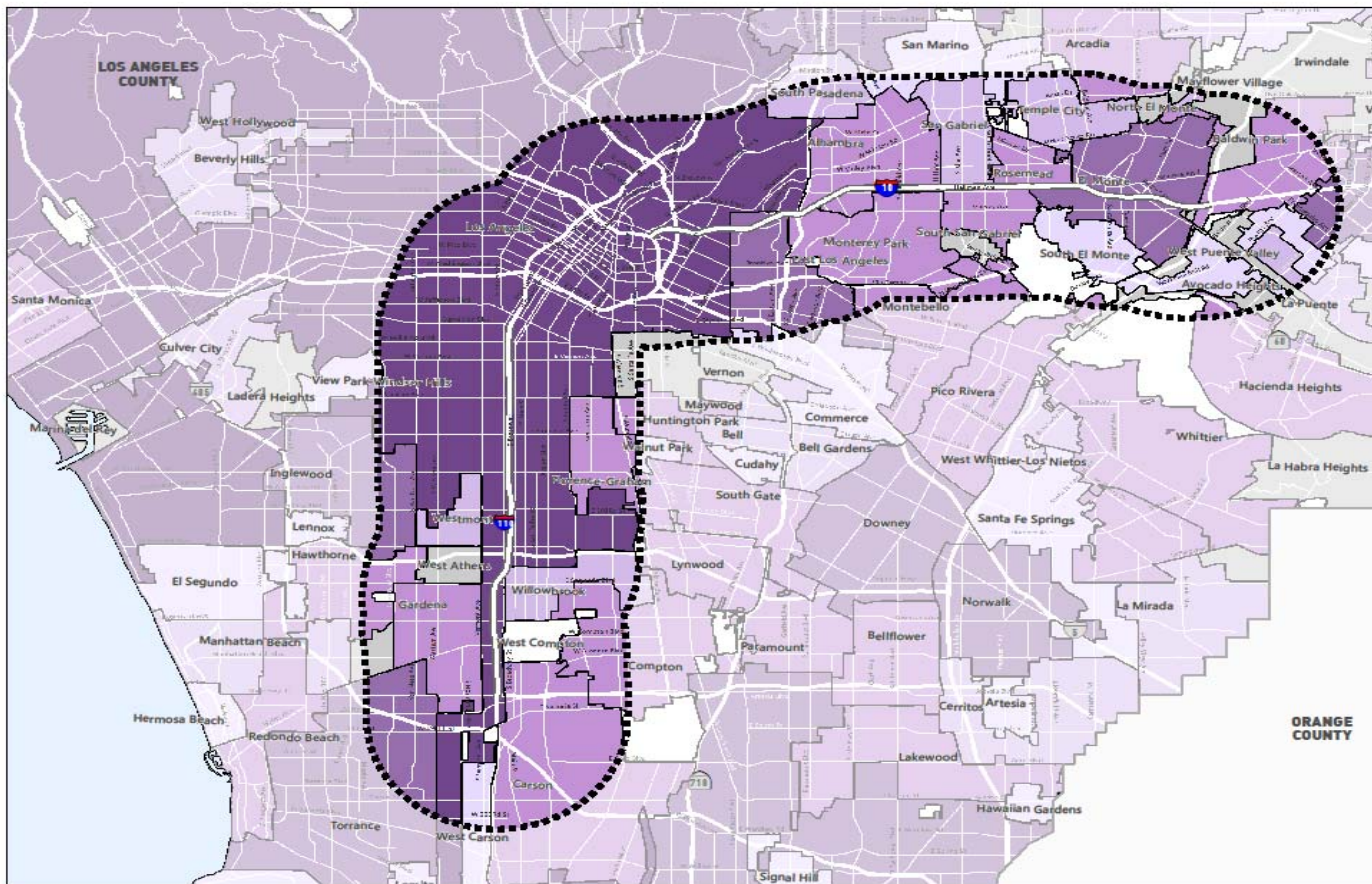
In the event that all the Funds are reprogrammed, the Project shall automatically terminate.

XI. New Program Requirements:

- Project sponsors must execute their funding agreement within six (6) months of receipt of the agreement from Metro and begin expenditure of funds within one (1) year of executing the agreement to avoid potential lapsing of funds.
- Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment of the region's non-profit agencies provide a foundation for increased public engagement, positive behavior change, and community commitment; therefore, we are recommending wherever possible for eligible applicants to partner with a non-profit organization to deliver projects/programs. Collaborating with community based organizations (CBOs) in the planning and operations of public agencies increases equitable

outcomes, public participation and can foster trust between the community and public agencies. Metro's CBO Strategy Recommendations establishes consistent and equitable processes for Metro to utilize across the agency when directly or indirectly engaging CBOs for professional services. The Strategy can be found at [CBO-Partnering-Strategy.pdf \(dropbox.com\)](#).

- All project applicants must collect before and after data. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). The cost of this task may be included in the project budget.
- Applications submitted for planning/feasibility studies or outreach will not be accepted unless these components are part of a larger capital/infrastructure project/program within the corridor.
- All approved projects will adhere to Metro's Living Wage policy and be required to ensure that any new jobs created will be located within the region. Any projects that result in job creation outside of the Los Angeles County region will not be eligible.



ATTACHMENT H

MTA Use Only:

Project #: _____

Category: _____

Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program: System Connectivity/Active Transportation

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit one (1) USB drive or emailed PDF packet to MTA to the following address:

LACMTA

Attn: Michel'le Davis

One Gateway Plaza

Mail Stop 99-11-1

Los Angeles, CA 90012

Davismi@metro.net

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

Project Name:

--

Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

Agency Priority Ranking: <ul style="list-style-type: none">• If submitting more than 1 project	
---	--

PART A

1- PROJECT LOCATION / PROJECT LIMITS:

2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)

3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
--------------------	--

* Specify Source of Local Cash Match _____

4- COMMUNITY SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

PART B

1 MOBILITY AND EQUITY BENEFITS (Up to 20points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Connects with & complements nearby transit projects
- Significant benefits identified in Equity Focused Communities (EFC)
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

*Up to 10 points given for projects that demonstrate a significant benefit to EFCs

A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.

B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points)

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 10 points)

Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.

- A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.**

- B. Describe how the project/program is consistent with the goals and policies included in the 2020 RTP/SCS. Reference the page number(s) of the Plan.**

4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

* Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

5 COST EFFECTIVENESS (Up to 10 points)

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

Example:

Total Cost of Project - \$1,000,000
Grant Amount Requested - \$800,000 = 1.25

1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

A. Provide your calculations below:

B. What is the expected functional life span of the proposed project (in years)? Please explain.

Points will be awarded based on the following cost effectiveness scores:

17+	10 points
13 - 16	8 points
9 - 12	6 points
5 - 8	4 points
1 - 4	2 points

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example, the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

8 NON-PROFIT AGENCY PARTNERSHIP (Up to 10 points)
--

Metro ExpressLanes believes the non-profit community plays a vital role in helping Los Angeles County become more sustainable. The experience, programs, networks, and commitment Non-profits provide is a basis to maximizing public engagement, positive behavior change, and community commitment.

Partnering with a 501 (c)(3) non-profit entity	Yes	No	10 points
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- **Please provide the Non-Profit's Name and IRS determination letter.**

MTA Use Only: Project #: _____ Category: _____
--

**Metro ExpressLanes Round 3 Net Toll Revenue Reinvestment Grant Program:
Transit Uses & Roadway Improvements**

Required Documentation:

- **Application Parts A and B**
- **Application Signature Page**
- **Project Location and Map with project limits – 8.5” by 11”**
- **Detailed Cost Estimate**
- **Documentation of Community Support**
- **If partnering with a Non-Profit Agency 501(c)(3) please provide the IRS Determination letter**
- **Include color photos of project site (if applicable)**
- **Data Collection and Methodology**

Submit one (1) USB drive or emailed PDF packet to MTA to the following address:

**LACMTA
Attn: Michel’le Davis
One Gateway Plaza
Mail Stop 99-11-1
Los Angeles, CA 90012**

DAVISMI@metro.net

I certify that I have reviewed the Project Eligibility Guidelines and that the information submitted in this application is true and correct and in accordance with the Guidelines. If awarded a grant from Metro, I agree that I will adhere to the information and documentation as contained in this grant application.

Name (Print Name):	Title:
Signature: (signature of authorized signatory of applicant)	Date:

Project Category –Select one
(For more information, please see Project Eligibility Guidelines)

Transit Uses: <input type="checkbox"/>	Roadway Improvements: <input type="checkbox"/>
---	---

Project Name:

Lead Agency:	
Address:	
Contact Person/Title:	
Phone:	
Email Address:	

If joint project – include partner agency information below:

Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

If partnering with Non-Profit Agency – include information below:

Non-profit Agency:	
Contact Person/Title:	
Phone:	
Email Address:	

Agency Priority Ranking: <ul style="list-style-type: none"> If submitting more than 1 project 	
---	--

PART A

1- PROJECT LOCATION / PROJECT LIMITS:

2- PROJECT DESCRIPTION: (Summarize the project in a clear & concise manner)

3- PROJECT FUNDING:

Phase/Deliverable	Funds Requested	Local Match – Cash*	Local Match - In-Kind	Sub Total Cost

Total Project Cost	
---------------------------	--

* Specify Source of Local Cash Match _____

4- LOCAL SUPPORT:

The council or governing board of the applicant must authorize this grant application. Please attach a copy of the resolution or meeting minutes documenting that action. Or if the project is part of an approved Plan, please list all local, system, regional, and state plans in which this project is included and attach a copy of the section in each plan that includes this project.

5- BEFORE AND AFTER DATA:

Applicants must collect before and after data for all projects. (i.e., pedestrian and bicycle counts, transit ridership, vehicle throughput, speed, and volumes). Please provide the types of data you will collect and a detailed methodology for your collection and analysis. The cost of this task should be included in the project budget.

PART B

1 MOBILITY AND EQUITY BENEFITS (Up to 25 points)

All projects will be scored based upon the extent the project or program supports the following goals within the 1-10 or 1-110 ExpressLanes corridors:

- Increases mobility options to support car-free and /or one car living
- Enhances transit coverage, frequency, & reliability within the corridor
- Significant benefits identified in Equity Focused Communities (EFC)
- Connects with & complements nearby transit projects
- Provides access to regional trip generators, regional activity centers, fixed guideway & Metrolink services
- Improves access between jurisdictional or community plan area boundaries
- Gives priority to transit & active transportation modes
- Increases the mode share of transit services operating within the corridor
- Provides additional resources for transportation demand management strategies to reduce solo driving
- Maximizes Person Throughput
- Reduces Vehicle Miles Traveled (VMT)

*Up to 10 points given for projects that demonstrate a significant benefit to EFCs

A. Describe the current situation/problem, the need for the project, and how its implementation would resolve the described situation/problem.

B. Describe how your project or program, meets one or more of the above goals. Clearly define the anticipated outcome and how will you measure the impact?

2 INNOVATIVE TRANSPORTATION TECHNOLOGY, PRACTICES AND STRATEGIES (Up to 15 points) *

One of the primary objectives of the ExpressLanes is to better utilize existing capacity within the I-10 and I-110 corridors by employing an innovative operational approach utilizing electronic toll collection and new transponder technology. This approach of transportation network optimization through the use of technology and operational efficiency strategies represents the future of transportation policy and planning.

To that end, the concept of network optimization is identified as a key component of sustainability. Projects will be scored based upon their ability to employ innovative technologies or system management tools to reduce emissions and/or optimize the capacity of the existing transportation system.

Describe the extent to which the project/program facilitates the adoption of innovative technology, practices, or strategies. For example, green technology, zero and near-zero emission vehicles, connected cars, traffic signal and new bus technology, innovative transportation system management.

3 IMPLEMENTATION OF REGIONAL AND LOCAL SUSTAINABILITY PLANS AND POLICIES (Up to 15 points)

Metro’s Countywide Sustainability Planning Policy and Implementation Plan (CSPPIP) along with SCAG’S Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) identify principles and priorities to be advanced through a broad range of activities across all modes. Applicants will be scored based upon the extent the project/program supports the sustainability policies and programs identified in the CSPPIP, RTP, or SCS.

- A. Describe how the project/program is consistent with the policies included in Metro’s CSPPIP. Reference the page number(s) of the Plan.**

- B. Describe how the project/program is consistent with the goals and policies included in the 2020 RTP/SCS. Reference the page number(s) of the Plan.**

4 LOCAL MATCH (Up to 10 points)

Total Project Cost	\$
Funding Request	\$
Local Match – Cash	\$
Local Match – In-Kind	\$
Local Match – Percentage	

*** Please attach an itemized cost estimate for all expenses based on an engineer's estimate or best information available if not a capital project. Be as accurate as possible to avoid future cost overruns.**

Projects will be scored based on the amount of Local Match provided:

46% or more	10 points
41 – 45%	9 points
36 – 40%	8 points
31 – 35%	7 points
26 – 30%	6 points
21 – 25%	5 points
16 – 20%	4 points
11 – 15%	3 points
6 – 10%	2 points
1 – 5%	1 point

5 COST EFFECTIVENESS (Up to 10 points)

Cost effectiveness will be based on the grant amount requested, the total project cost and the estimated useful life of the project (calculated in years). The Estimated Useful Life of the Project is defined as the number of years the capital improvements, bus purchase, transit service, program, or study will last before it has to be replaced or changed.

The cost effectiveness total will be calculated as follows:

Example:

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1.25 x 10 (est. useful life of project in years) = 12.5 (cost effectiveness score)

A. Provide your calculations below:

B. What is the expected functional life span of the proposed project (in years)? Please explain.

Points will be awarded based on the following cost effectiveness scores:

17+	10 points
13 - 16	8 points
9 - 12	6 points
5 - 8	4 points
1 - 4	2 points

6 SAFETY (Up to 10 points)

Describe the project's ability to remedy potential safety hazards. For example, the number, rate, and consequence of transportation related accidents, serious injuries, and fatalities among operators, drivers, pedestrians and cyclists? Please provide collision data and other safety related data.

7 PROJECT IMPLEMENTATION READINESS (Up to 15 points)

Please provide milestone and actual or estimated completion dates for the various project phases. Include proof of completion of any of the phases below or their equivalents, where applicable.

Capital Projects			
Phase	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule
Feasibility Study			
Environmental			
Design - Plans, Specifications & Estimates (PS&E)			
Right of Way (ROW)			
Construction			
Other			
Other			
Other			

Non-Capital Projects			
Task/Deliverables	Start (Month-Year)	End (Month-Year)	Actual (A) or Estimated (E) Schedule

METRO EXPRESSLANES

Net Toll Revenue Grants – Round 3



Program Overview, Eligibility, & Targets



Following past practice and conformity with state legislation, net toll revenues generated from the ExpressLanes program are reinvested for transportation improvements in the corridor where generated. Eligible applicants include cities, Metro, transit agencies, and the county.



Projects within a three-mile radius, or regionally significant projects, that provide direct operational benefits to the ExpressLanes and/or transit service within the corridors are eligible.

Three mobility areas: Transit (40%)



Active Transportation/System Connectivity (40%)

Roadway (20%)

Net Toll Revenue Reinvestment Grant

- Consistent with previous Board approved direction, staff recommends \$124,800,000 be allocated as follows:
- \$14,510,000 to Caltrans
- \$6,000,000 to reserve accounts
- \$31,740,000 to ongoing Transit operations (\$7,935,000 annually)
- \$74,553,035 in Net Toll Revenue Grant Awards
 - \$64,958,665 to Net Toll Revenue Grant Awards
(includes \$2,003,035 from prior rounds)
 - \$9,594,370 available for the next round of Net Toll Revenue Grants

Funding Availability for Competitive Grants

Total funding available \$74,553,035*

Category	I-110	I-10	Total
Transit Uses	\$17,845,024	\$11,976,190	\$29,821,214
Active Transportation	\$17,845,024	\$11,976,190	\$29,821,214
Roadway Improvements	\$8,922,512	\$5,988,095	\$14,910,607
Total Funding Available	\$44,612,560	\$29,940,475	\$74,553,035

*Metro received 32 applications totaling \$158,935,299.

Application Process and Ranking



All projects submitted were sorted by corridor, evaluated for eligibility, and reviewed by the technical team comprised of Metro subject matter experts and Caltrans staff. Technical review scores were averaged and comprise half of the overall project score.



Technical reviewers scored on Mobility Benefits, EFC benefits, Innovation, Sustainability, Local Match, Cost Effectiveness, Safety, Project Readiness, and Partnership with a Community-Based Organizations (CBOs).



Projects were also ranked by the Corridor Advisory Group (CAG) composed of Councils of Government representatives, transit providers, and a local CBO (Los Angeles Neighborhood Initiative) who volunteered to be on the review panel.

CAG members provided project rankings which translated to a numeric score based on their project assessment.



Scores from the technical reviewers and CAG members were then averaged to determine overall project ranking.

Recommended Funding Awards

Total funding awarded \$64,958,665 to 16 projects

Category	I-110*	I-10*	Grand Total
Transit Uses	\$7,834,051	\$16,357,175	\$24,191,226
Active Transportation	\$19,390,000	\$12,317,265	\$31,707,265
Roadway Improvements	\$9,060,174	N/A	\$9,060,174
Current Round	\$36,284,225	\$28,674,440	\$64,958,665
Future Round	\$8,328,335	\$1,266,035	\$9,594,370
Grand Total	\$44,612,560	\$29,940,475	\$74,553,035

*Nine projects received funding on the I-110; \$8,328,335 remains available on the I-110 for the next round. Seven projects received funding on the I-10; \$1,266,035 remains available on the I-10 for the next round.

APPROVE the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. a total of \$14,510,00000 to Caltrans for improvements to the I-10 and I-110 freeway corridors (list of improvements provided in Attachment A);
- B. the I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035, which includes \$920,475 from Round 2, in reserve for the corridor as shown in Attachment B;
- C. the I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355, which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor as shown in in Attachment C;
- D. a total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. a total of \$31,740,000 for continued incremental Transit Service improvements (see Attachment D);
- F. ADMINISTER the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;
- G. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZE the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.



Board Report

File #: 2023-0492, File Type: Agreement

Agenda Number: 19.

CONSTRUCTION COMMITTEE OCTOBER 19, 2023

SUBJECT: LA RIVER PATH - AGREEMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE a Master Cooperative Agreement (MCA) with the City of Vernon for the LA River Path Project; and
- B. NEGOTIATE and execute as-needed agreements with other responsible stakeholder agencies, including the railroads.

ISSUE

The execution of the MCA and other agreements are key steps in the delivery of the LA River Path project on schedule and consistent with Metro Board direction in 2021 which authorized the CEO to negotiate and conditionally enter into a Cooperative Agreement with the Los Angeles County Department of Public Works (LACDPW), the City of Los Angeles, and the City of Vernon.

BACKGROUND

The LA River Path is an active transportation project to close an eight-mile continuous gap in the bicycle/pedestrian network between Elysian Valley and the City of Vernon, through downtown Los Angeles. This project is identified in the Measure M Expenditure Plan as the LA River Waterway & System Bike Path and has \$365 million of Measure M funds (2015\$) allocated to it.

At its June 2021 meeting, the Board approved Motion #49 by Directors Garcetti, Solis, Kuehl, Krekorian, and Najarian about the LA River Path Project delivery.(Attachment A) For the downtown segment, the specific ask was that Metro act as the funding agency administering Measure M, coordinating and pursuing additional funds, and the agency of record for environmental clearance.

The execution of the MCA and other agreements by the Board will facilitate the development and implementation of the LA River Path Project in the respective City/County portions and have

concerted coordination with other stakeholder agencies, including the railroads. Completion of the Project will require extensive design reviews, coordination, approval, and permitting for construction through the jurisdictions, as well as negotiation of the final owner, operator, and maintenance entity for the Project, including an operation and maintenance (O&M) plan.

The local coordination process begins with the Cities/County and their consultants providing input on design documents/O&M plan and attending meetings with Metro staff as part of the ongoing developmental phase of the Project. Once the Project's single alternative is selected for final design and construction, the Cities/County will continue to support the Project by providing valuable review and input to its design, and later, inspectors in the field to monitor and provide final acceptance of the contractor's work in their respective jurisdictions.

The MCA and other agreements constitute commitments for Metro, the City of Vernon, and other stakeholder agencies to continue to work together to progress and complete the LA River Path Project.

DISCUSSION

Planning and construction projects often need to coordinate with multiple jurisdictions and agencies to secure permits and approvals. The LA River Path is no exception. However, its uniqueness and challenges stem from the fact that Metro owns only <1% of the right-of-way (ROW) along the project corridor. In addition, per the 2021 Board direction, Metro will not be responsible for the operation and maintenance of the completed project.

In addition to the necessary approvals and permits, the MCA enables Metro leadership to engage in discussions to determine the ultimate owner/operator/maintenance entity for the Project as well as develop an O&M plan for approval. The determination of the ultimate owner is essential to advancing design to 60% and beyond since design standards and guidelines will need to adhere to the standards of the ultimate owner, who will also become the operating and maintenance entity.

The majority of the Project ROW lies within the City and unincorporated Los Angeles County. In addition, the LA County Flood Control District (LACFD) and the US Army Corps of Engineers (USACE) hold flood control easements over the river, within the project corridor. The City of Vernon acknowledges the LA River Path Project as a high-priority public works project, and as such, its City Council approved the MCA (Attachment B) in May 2023. The general intent of the MCA is for the City of Vernon to provide Metro with expedited review and approval procedures in connection with the design, design reviews, permitting property acquisition and other authority to be exercised by the City relating to the LA River Path Project. The MCA and other types of agreements for other responsible stakeholder agencies will be developed along the lines of the MCA developed for the City of Vernon.

The City of Vernon - Metro MCA describes the roles, responsibilities, and obligations of the parties and provides specificity under the following subheads:

- Scope and Duration
- Governance
- Design

- Construction
- Betterments
- Operation and Maintenance
- Reimbursement and Credits
- Indemnity, Warranties, and Insurance
- Resolution of Disputes
- Other Miscellaneous Items

With the approval of this MCA, all costs incurred by City staff and their consultants for design review and permit coordination, among others, would be reimbursed by Metro through an annual work plan authorization process specified in the MCA. In doing so, the City of Vernon agrees to waive permit fees specified in the MCA.

Considerations

Along with the authority to execute the MCA, staff recommends the Board also authorize the CEO or her designee to approve:

- a) any additional agreements that may be needed for other responsible stakeholder agencies;
- b) any necessary future revisions and/or updates to the MCA and other agreements; and
- c) approve an initial budget for reimbursement to the City and other stakeholder agencies until the annual work plan for fiscal year 2024 is established.

FINANCIAL IMPACT

This Project is funded on a fiscal year basis under Project number 474303 (LARVR Waterway Sys Bike Path), within cost center 4310, and is included within the FY24 Adopted Budget. Since this is a multi-year effort, the Cost Center Manager and Chief Planning Officer (CPO) will be responsible for budgeting funds in future years. The recommended action, however, will have no impact on the overall project cost.

Impact to Budget

The source of funds for the recommended actions is part of the project budget i.e., Measure M and there is no impact on the FY24 budget. The fund source is not eligible for bus and rail operations.

EQUITY PLATFORM

The Project, consistent with the Metro Board-adopted Equity Platform policy framework, is intended to bring improved transportation infrastructure to many of the Equity Focused Communities (EFCs) along the LA River. The Project will provide benefits of enhanced mobility and regional access to jobs, education, and other recreational opportunities for underserved populations within the project area. These goals are also part of the Measure M Expenditure Plan, which advances equity by creating jobs, reducing pollution, and generating local economic benefits.

For context, approximately 29% of the population in this area lives in poverty, 79% are Latino, and

more than 22% of the working-age population does not use automobiles as a primary mode of transportation. This path will not only be used for recreational purposes for the betterment of public health but also serve as a low-cost transportation option for those who have limited car ownership.

The execution of the MCA and other as-needed agreements with other responsible stakeholder agencies is essential to the successful and timely completion of this project, and subsequent benefits for project area communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project contributes to implementing multiple goals of Metro's Vision 2028 Strategic Plan. In particular:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling;
- Goal 3: Transform LA County through regional collaboration and national leadership; and
- Goal 4: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendations, however, doing so may hinder Metro's delivery of this Measure M project according to the timeline outlined in the Expenditure Plan. In addition, it will also be an impedance in fulfilling the City and County of Los Angeles' common goal of providing low-cost and low-impact alternative transportation options to marginalized communities.

NEXT STEPS

Upon Metro Board approval, the CEO or her designee will execute the MCA between Metro and the City of Vernon. Staff will continue to work with other responsible stakeholder agencies, including the railroads, to develop agreements, annual work plans and create a work order for payment.

This report also authorizes the CEO or her designee to approve an initial budget for reimbursement to the City and other stakeholders (if needed) until the annual work plan for fiscal year 2024 is established.

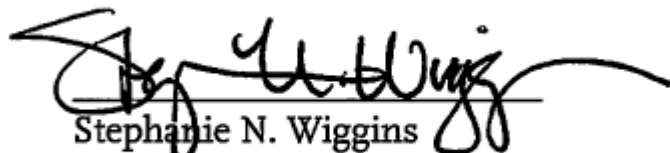
ATTACHMENTS

Attachment A - Board Motion (2021-0436)

Attachment B - City of Vernon Council meeting minutes on MCA

Prepared by: Mitali Gupta, Senior Manager, Countywide Planning & Development, (213) 922-5283
Eduardo Cervantes, Executive Officer, Third Party Administration, (213) 922-7255
David Mieger, Senior Executive Officer, Countywide Planning & Development, (213) 922-3040
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Sameh Ghaly, Chief Program Mgmt. Officer (Interim), (213) 418-3369



Stephanie N. Wiggins
Chief Executive Officer



Metro

Metro

Board Report

File #: 2021-0436, **File Type:** Motion / Motion Response

Agenda Number: 49.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 17, 2021

Motion by:

DIRECTORS GARCETTI, SOLIS, KUEHL, KREKORIAN, AND NAJARIAN

LA River Bike Path Project Delivery

Active Transportation infrastructure along the Los Angeles River, separated from automobile traffic, can act as a spine for Class I bicycle infrastructure throughout the river's 51-mile length across the county. High-quality, protected, and separated bicycle and pedestrian infrastructure that connects communities to transit and local destinations is a part of a transportation system that reduces Vehicle Miles Traveled and Greenhouse Gas emissions. Thus, the Class I bikeway along the LA River helps meet transportation climate goals set by state legislation and the Metro Board.

Additionally, Active Transportation infrastructure provides low-cost transportation that supports public health. Protected and separated infrastructure improves traffic safety for all users and provides a safe space for users of all ages and abilities to exercise more. The LA River passes through many historically marginalized communities that Metro has identified as Equity Focused Communities.

Completing the LA River Bike Path is a goal of both the County and City of Los Angeles, and projects to do so are contained in the most recent LA River Master Plans from both the County and City, as well as the City of Los Angeles General Plan Mobility Element, Mobility 2035. Metro's Long-Range Transportation Plan and Active Transportation Strategic Plan also contain projects to complete the path.

Specifically, Metro's capital project portfolio contains three distinct projects to complete the LA River Bike Path along its length. The three projects are:

- A. The LA Riverway in the San Fernando Valley, a 12-mile series of gaps along the LA River from Canoga Park to ~~North Hollywood~~ Studio City, is known as Complete LA River Bikepath in the Measure M Expenditure Plan. This project is entirely within the City of Los Angeles and, as such, is a City-led project. The City will perform all phases of development and, in partnership with the United States Army Corps of Engineers, will own and maintain the project after construction is complete.
- B. The LA River Path through Downtown Los Angeles, an eight-mile continuous path from

Elysian Valley to Vernon, is known as the LA River Waterway & System Bikepath in the Measure M Expenditure Plan. This project is within the Cities of Los Angeles and Vernon and, as such, is a Metro-led project. Ownership and maintenance responsibilities will be decided in partnership with the Cities of Los Angeles and Vernon and the Los Angeles County Department of Public Works.

- C. The Lower LA River Bike Path in the Gateway sub-region, consisting of one or more elements defined by Motion 22.1 authored by Supervisor Solis in October 2015. This project is within the jurisdiction of the Los Angeles County Department of Public Works (LACDPW). LACDPW will act as the agency of record for environmental clearance and will construct, own, and maintain the project.

This action supersedes Board File 2018-0108 (May 2018).

SUBJECT: LA RIVER BIKE PATH PROJECT DELIVERY

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Kuehl, Krekorian, and Najarian that the Board of Directors direct the Chief Executive Officer to assume and maintain the following roles in the delivery of each section of LA River Bike Path currently in development and to report back within 90 days on the status of each project, including funding plans, Sustainability, and Equity Assessments, milestone schedules, and execution of agreements with partner agencies:

- A. For the LA Riverway in the San Fernando Valley, Metro shall act as the funding agency administering Measure M and coordinating and supporting the pursuit of additional funds.
- B. For the LA River Path through Downtown Los Angeles, Metro shall act as the funding agency administering Measure M and coordinating and pursuing additional funds, the agency of record for environmental clearance, the constructing agency, and a partner in operating and maintaining the completed project.
- C. For the Lower LA River Bike Path, Metro shall act as the funding agency administering Measure M and coordinating and pursuing additional funds, and shall provide resources to perform the environmental clearance to LACDPW.

**MINUTES
VERNON CITY COUNCIL
REGULAR MEETING
TUESDAY, MAY 16, 2023
COUNCIL CHAMBER, 4305 SANTA FE AVENUE**

CALL TO ORDER

Mayor Larios called the meeting to order at 9:01 a.m.

FLAG SALUTE

Vernon Police Department Honor Guard presented the colors and led the Flag Salute.

ROLL CALL

PRESENT:

Crystal Larios, Mayor
Judith Merlo, Mayor Pro Tem
Leticia Lopez, Council Member
Melissa Ybarra, Council Member
Jesus Rivera, Council Member

STAFF PRESENT:

Carlos Fandino, City Administrator
Angela Kimmey, Deputy City Administrator
Zaynah Moussa, City Attorney
Lisa Pope, City Clerk
Scott Williams, Finance Director
Fredrick Agyin, Health and Environmental Control Director
Robert Sousa, Police Chief
Dan Wall, Public Works Director
Margie Otto, Public Utilities Assistant General Manager

APPROVAL OF THE AGENDA

MOTION

Council Member Ybarra moved and Council Member Lopez seconded a motion to approve the agenda. The question was called and the motion carried unanimously.

PUBLIC COMMENT

None.

PRESENTATIONS

1. Employee Service Pin Awards for April 2023

City Clerk Pope announced the recipients of the Employee Service Pin Awards.

2. Proclamation Commending Sweetener Products Company on its 100th Anniversary

Mayor Larios presented the proclamation to Sweetener Products Company in recognition of its 100th Anniversary.

Matthew Ruiz, Field Deputy for Assemblymember Miguel Santiago, presented a commendation to Sweetener Products Company.

Dale Jabour, President/CEO, and Jim Boltinghouse, Controller/CFO, thanked the Council for its recognition.

3. Swearing-In Ceremony for New Police Officer in the Police Department

Police Chief Sousa presented the staff report and introduced new Police Officer Salvador Ramos.

City Clerk Pope administered the Oath of Office to Officer Ramos.

4. Fiscal Year 2023-24 Budget Workshop II

City Administrator Fandino and Finance Director Williams presented a PowerPoint.

Health and Environmental Control Director Agyin discussed the proposed health program.

Tyler Evans, Wellness Equity Alliance (WEA), discussed his experience and the importance of health care.

Administrative Analyst Figueroa explained the CommUNITY Fund grant process, including administration costs and possibility of reducing the amount allocated.

Public Works Director Wall discussed the plan for street maintenance.

Public Utilities Assistant General Manager Otto discussed the proposed utility rate adjustments.

CONSENSUS

By consensus, the Council directed staff to reduce the total allocation to the CommUNITY Fund from the Fiscal Year 2022-23 amount of \$500,000 to \$250,000; and to include \$573,674 for WEA Health Services.

CONSENT CALENDAR

Council Member Ybarra pulled Item No. 15.

MOTION

Council Member Ybarra moved and Council Member Lopez seconded a motion to approve the Consent Calendar, with the exception of Item No. 15. The question was called and the motion carried unanimously.

The Consent Calendar consisted of the following items:

5. Meeting Minutes

Recommendation: Approve the May 2, 2023 Regular City Council Meeting Minutes.

6. Claims Against the City

Recommendation: Receive and file the claim submitted by Fred Gamboa in the amount of \$425.73.

7. Operating Account Warrant Register

Recommendation: Approve Operating Account Warrant Register No. 109, for the period of April 16 through April 28, 2023, totaling \$7,605,472.01 and consisting of ratification of electronic payments totaling \$7,429,785.37 and ratification of the issuance of early checks totaling \$175,686.64.

8. City Payroll Warrant Register

Recommendation: Approve City Payroll Warrant Register No. 803, for the period of April 1 through April 30, 2023, totaling \$2,708,248.97 and consisting of ratification of direct deposits, checks and taxes totaling \$1,767,051.71 and ratification of checks and electronic fund transfers for payroll related disbursements totaling \$941,197.26 paid through operating bank account.

9. Fire Department Activity Report

Recommendation: Receive and file the March 2023 Fire Department Activity Report.

10. Police Department Activity Report

Recommendation: Receive and file the March 2023 Police Activity Report.

11. Electrical Easement Deed with 3430 E. 26th Street Investors, LLC

Recommendation: Accept the Electrical Easement and authorize the Mayor to execute the Certificate of Acceptance.

12. Professional Services Agreement with The Pun Group LLC for Professional Auditing Services

Recommendation: Approve and authorize the City Administrator to execute a Professional Services Agreement with The Pun Group LLC, in substantially the same form as submitted, for Professional Auditing Services for a total amount not-to-exceed \$384,999, for a three-year term.

13. Services Agreement with Camfil Power Systems

Recommendation: A. Find that approval of the proposed action is exempt from California Environmental Quality Act (CEQA) review, because it is an administrative activity that will not result in direct or indirect physical changes in the environment, and therefore does not constitute a “project” as defined by CEQA Guidelines Section 15378. To the extent the future installation of the equipment constitutes a “project”, staff anticipates that the work will be exempt from CEQA review in accordance with CEQA Guidelines Section 15302, because the project consists of the replacement or reconstruction of existing equipment where the new equipment will be located on the same site as the equipment replaced and will have substantially the same purpose and capacity as the equipment replaced; the installation work will be procured through a separate selection process and contract at a later date. B. Approve and authorize the City Administrator to execute a Services Agreement with Camfil Power Systems (Camfil), in substantially the same form as submitted, to provide engineering and design services for generator cooling filter housing modification for a total amount not-to-exceed \$250,576; and C. Authorize a contingency amount of 10% or \$25,100 in the event of unforeseen changes in the project and grant authority to the City Administrator to issue amendments for an amount up to the contingency amount, if necessary.

14. Services Agreement with Waterline Technologies, Inc.

Recommendation: A. Accept the bid proposal from Waterline Technologies, Inc. (Waterline) as the lowest responsive and responsible bid for the supply of sodium hypochlorite 12.5 percent solution; B. Approve and authorize the City Administrator to execute a Professional Services Agreement with Waterline, in substantially the same form as submitted, for the supply of sodium hypochlorite 12.5 percent solution for a total amount not to exceed \$234,490.56, for a three-year term; and C. Authorize a contingency amount of 10% or \$23,449, in the event of increased system demands or price volatility and grant authority to the City Administrator to issue amendments for an amount up to the contingency amount, if necessary.

16. LA River Path Project Master Cooperative Agreement

Recommendation: A. Find that approval of the proposed action is exempt from California Environmental Quality Act (CEQA) review, because it is a continuing administrative activity that will not result in direct or indirect physical changes in the environment, and therefore does not constitute a “project” as defined by CEQA Guidelines Section 15378. To the extent that the LA River Path Project requires CEQA analysis, the Project is currently undergoing an environmental review process led by the Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro); and B. Approve and authorize the City Administrator, to execute the Master Cooperative Agreement between the City of Vernon and the LACMTA, in substantially the same form as submitted, for the design and construction of a portion of the LA River Path Project.

The following item was pulled from the Consent Calendar for individual consideration:

15. Project Funded by Senate Bill 1: The Road Repair and Accountability Act for Fiscal Year 2023-2024

Public Works Director Wall explained the purpose of the item and that the allocation was based on population.

MOTION

Council Member Ybarra moved and Mayor Pro Tem Merlo seconded a motion to: A. Find that the approval of the proposed resolution does not constitute a "project" pursuant to Sections 15378(b)(2) and (4) of the Guidelines to the California Environmental Quality Act (CEQA), because it constitutes an administrative activity and government funding mechanism that does not involve any commitment to any specific project which may result in a potentially significant impact on the environment; and even if the adoption of the proposed resolution did constitute a project, it would be exempt from CEQA in accordance with Section 15061(b)(3), the general rule that CEQA only applies to project that may have a significant effect on the environment; and B. Adopt Resolution No. 2023-08 adopting a project list to be funded by Senate Bill 1: The Road Repair and Accountability Act for Fiscal Year (FY) 2023-2024. The question was called and the motion carried unanimously.

NEW BUSINESS

17. Citywide Striping and Pavement Markings FY22-23

Public Works Director Wall presented the staff report.

MOTION

Council Member Lopez moved and Council Member Ybarra seconded a motion to: A. Find that the proposed action is categorically exempt from California Environmental Quality Act (CEQA) review, in accordance with CEQA Guidelines Section 15301, because the project consists of the maintenance, repair or minor alteration of existing facilities and involves negligible or no expansion of an existing use; B. Accept the bid proposal from WGJ Enterprises Inc., dba PCI as the lowest responsive and responsible bid for the Citywide Striping and Pavement Markings FY22-23 project and reject all other bids; C. Approve and authorize the City Administrator to execute Contract No. 20230179 in the amount of \$332,005 for the Citywide Striping and Pavement Markings FY22-23 project for a period not to exceed 30 days; and D. Authorize a contingency of \$10,000 in the event of an unexpected changed condition in the project and grant authority to the City Administrator to issue a change order(s) for an amount up to the contingency amount if necessary. The question was called and the motion carried unanimously.

18. Los Angeles Unified School District Education Compact

City Administrator Fandino presented the staff report.

Genesis Coronado, LAUSD Legislative Analyst, explained the program.

MOTION

Council Member Lopez moved and Council Member Ybarra seconded a motion to approve and authorize the City Administrator to execute an Education Compact with the Los Angeles Unified School District, in substantially the same form as submitted, for a term through June 2026. The question was called and the motion carried unanimously.

ORAL REPORTS

19. City Administrator Reports on Activities and other Announcements.

City Administrator Fandino stated staff, WEA, and LA County Public Health would visit the Vernon Village Park Apartments to encourage participation in WEA's health needs assessment survey and to provide information about the County's free blood lead testing program. He provided an update on the lead remediation work at the Vernon Village Park apartments and announced upcoming meetings including the Vernon CommUNITY Fund Grant Committee meeting on May 17, 2023, at 10:00 a.m. and cancellation of the July 4, 2023 City Council meeting.

20. City Council Reports on Activities (including AB 1234), Announcements, or Directives to Staff.

Council Member Ybarra thanked the businesses that helped raise funds for the Vernon Elementary School field trip.

ADJOURNMENT

Mayor Larios adjourned the meeting at 11:31 a.m.

DocuSigned by:
Crystal Larios
199E8604833D45B...
CRYSTAL LARIOS, Mayor

ATTEST:

DocuSigned by:

Lisa Pope

9F43A1B6C2E44A6...

LISA POPE, City Clerk
(seal)



Board Report

File #: 2023-0404, File Type: Project

Agenda Number: 20.

CONSTRUCTION COMMITTEE OCTOBER 19, 2023

**SUBJECT: CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL
TRANSIT PROJECT**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to approve the Addendum and adopt its Findings (Attachment A).

ISSUE

The East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has completed Certification by the Board in accordance with the California Environmental Quality Act (CEQA). Since Certification of the environmental document in December 2020, the project has undergone Preliminary Engineering to further develop the design of the project which has resulted in updates to the project description. The Summary of project description updates is included in the [CEQA Addendum <https://www.dropbox.com/scl/fi/vc2or7j9v0gentbl9kzk4/ESFVTC_EIR-Addendum_v8.pdf?rlkey=cjeh66k0oz7kjjpdjw7y5m1s7&dl=0>](https://www.dropbox.com/scl/fi/vc2or7j9v0gentbl9kzk4/ESFVTC_EIR-Addendum_v8.pdf?rlkey=cjeh66k0oz7kjjpdjw7y5m1s7&dl=0) (Attachment A).

BACKGROUND

In December 2020, the Metro Board certified the Final EIR for the ESFVTC Project, a 9.2-mile light rail project with 14 at-grade stations, from the Metro G Line (Orange) Van Nuys Station at the south, to the Sylmar/San Fernando Metrolink Station to the north. The Board also approved a 6.7-mile segment along Van Nuys Boulevard, from the Metro G Line (Orange) Van Nuys Station to an interim terminus station at Van Nuys Boulevard/San Fernando Road, as an initial operating segment (IOS). This segment is known as the ESFV Light Rail Transit Project (Southern Segment), and it includes 11 stations and one Maintenance and Storage Facility (MSF).

Since the Board's certification of the ESFVTC Final EIR in December 2020, the ESFV Light Rail Transit (Southern Segment) project team has refined the project design to accommodate and meet City of Los Angeles standards. A detailed description of the changes to the Project Description is provided in the attached Addendum to the EIR (Attachment A).

DISCUSSION

California Environmental Quality Act (CEQA)

Metro, as the CEQA lead agency and proponent for the Project, has completed an Addendum to the EIR and associated technical reports for the updated project elements. The addendum focuses on several potential design elements proposed by the preliminary design and engineering team. Some design elements of note include a refinement in acquisition needs for sites such as traction power substations (TPSS), train control bungalows (TCB), and temporary construction easements (TCE) as well as refinements to traffic and circulation during construction and operations.

The preliminary engineering team identified 4 new properties impacted by TPSS locations that were not previously indicated in the FEIR/EIS. These locations were selected based on a study conducted by Metro to increase the power supply to the LRT from 750 volts of direct current (vdc) to 810 (vdc). The overall total number of TPSS sites decreased from 11 to 10, but the TPSS sites needed to be relocated to accommodate the new power supply spacing requirements. Addresses for the newly identified properties can be found in the addendum.

Additionally, the preliminary engineering team identified 267 temporary construction easements (TCEs) not previously indicated in the FEIR/EIS. These locations could not be previously identified in the FEIR/EIS because the design was not advanced enough at the time a record of decision was provided for the project. These TCEs are for construction activity that will occur on sidewalks and driveways during the construction of the LRT. No long-term operational impacts are associated with the properties. Sharing the locations will help the community to be more informed on how their properties may be impacted once the LRT is under construction in region.

Mitigation measures for construction were identified in the FEIS/EIR to address construction and operational impacts from these above stated impacts. Further detail on additional project elements can be found in the addendum. If the Metro Board concurs with the findings of the Addendum to the EIR, thereby confirming the original CEQA environmental clearance, the Project will continue additional right-of-way acquisitions, utility relocation, and other construction activities. Upon completion of the environmental analysis of the design refinements, the preparation of an Addendum was completed in compliance with CEQA, the Addendum is not required to be circulated for public comment (Cal. Code Regs. Tit. 14 § 15164). Metro did provide presentations and collaborated on the design refinements described in the document with LADOT, LABOE, the CPUC, and DWP.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Impact to Budget

The source of funds for this work is provided within the Preconstruction Budget for the East San Fernando Valley Light Rail Transit project. Funding sources for this project were approved as part of the Preconstruction Budget. No additional funds are required upon approval of this Addendum.

With Board approval of the Addendum, the CEQA process for minor project updates will be complete. It is anticipated that FTA will complete a Re-evaluation for the National Environmental Policy Act (NEPA) in November 2023, confirming that the original NEPA certification and ROD are sufficient for the minor updates to the project.

EQUITY PLATFORM

Board certification of the Project is consistent with the goals and objectives outlined in the Metro Equity Platform Framework in that the Project alignment is located in a disadvantaged, underserved community where access to premium transit service is limited. There is a high concentration of minority communities residing in the Project study area, including a significant concentration of Hispanic or Latino 71.7% (35% higher than the average for the City of Los Angeles and 24% higher than the County). Approximately 17.5% of the households in the study area are below the poverty level, which is 0.2% higher than the City and 3.5% higher than the County. The Project will provide residents with a direct connection to the Metro G Line as well as with Metrolink's Ventura and Antelope Valley Lines. The alignment will provide residents with premium transit service to access employment, health, and educational opportunities, which otherwise would be difficult to reach. The FLM Project component will promote equity and sustainability by connecting underserved neighborhoods to the Metro transit network. The community was included in the process of identifying the pedestrian, bicycling, landscaping, and other FLM enhancements that are included in the FLM Plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the Metro Vision 2028 Strategic Plan goals by addressing key transportation challenges in the Project area, including growing travel demand, travel times, traffic congestion and limited connections to the regional rail system.

- The Project is aligned with Vision 2028 Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling. It will provide a high quality mobility option that will improve travel time, mobility, transit access, and connectivity to Metro's regional transit system. The Project area experiences heavy traffic congestion, slow speeds, and unreliable travel times along its major streets during peak travel periods. These conditions are expected to worsen over time. By 2040, the Project is expected to reduce travel time for transit

passengers from 48 minutes to approximately 30 minutes between the Metro G Line (Orange) Station and the Sylmar/San Fernando Metrolink Station. The ESFV Transit Corridor traverses several densely populated environmental justice communities. Many residents of these communities are transit-dependent. The Project is a major transit investment that will enhance mobility, access, and connectivity for ESFV communities and will reduce dependence on the automobile.

- The Project also supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity. It will connect communities in the San Fernando Valley to the regional Metro rail network.
- This Project will expand access to jobs, major activity centers, including educational and medical facilities, and recreational opportunities within the Project area and throughout the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Addendum and minor project changes, however, this action is not recommended as it would jeopardize the feasibility of the Project and delay the project schedule. The Board awarded a contract for Phase I Preconstruction Services of the progressive design-build contract in February 2023. Delaying the Project would delay this effort and could impact securing a Full Funding Grant Agreement through the Federal Transit Administration Expedited Project Delivery pilot program.

NEXT STEPS

Upon Board approval, Project staff will work with the FTA to ensure the timely completion of the NEPA Re-evaluation and application for the FFGA.

ATTACHMENTS

Attachment A - CEQA Addendum

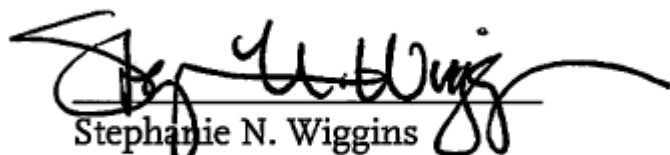
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Stephanie N. Wiggins
Chief Executive Officer

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

Environmental Impact Report Addendum

Addendum to the Final Environmental Impact Study/Environmental Impact Report (FEIS/EIR)

September 2023

Prepared By:

*Los Angeles Metropolitan Transportation Authority
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In Consultation With:

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Table of Contents

1.0	Introduction	3
1.1	Basis for Decision to Prepare EIR Addendum	3
2.0	FEIS/EIR Project Description.....	4
2.1	Vehicles	5
2.2	Alignment.....	5
2.3	Stations	5
2.4	Supporting Facilities.....	6
2.5	Operations	7
2.6	Parking Loss and Travel Lane Loss	7
2.7	Bicycle Facilities	8
2.8	Accessibility	9
2.9	Right-of-Way.....	9
2.10	Gated Light Rail Transit Grade Crossings	9
3.0	Changes to the Project Description.....	9
3.1	Vehicles	9
3.2	Alignment.....	10
3.3	Stations	10
3.4	Overhead Contact System (OCS).....	10
3.5	Traction Power Substations (TPSS)	11
3.6	Maintenance and Storage Facility (MSF).....	12
3.7	Communications and Signaling Buildings	12
3.8	Operations	14
3.9	Parking Loss and Travel Lane Loss	14
3.10	Turning Restrictions	14
3.11	Bicycle Facilities	14
3.12	Pedestrian Access	15
3.13	Vehicular Access	15
3.14	Right-of-Way and Temporary Construction Easements	17
3.15	Gated Light Rail Transit Grade Crossings	17
3.16	Sidewalk Improvements	17
3.17	Utility Work	18
3.18	Pacoima Wash Culvert	18
3.19	Air Raid Sirens	18
4.0	Environmental Analysis.....	18
4.1	Construction Activities.....	19

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

4.2	Transportation, Transit, Circulation, Parking, and Bicycle Facilities	19
4.3	Land Use	20
4.4	Real Estate and Acquisitions	20
4.5	Economic and Fiscal Impacts.....	21
4.6	Community and Neighborhoods.....	21
4.7	Visual Quality and Aesthetics	21
4.8	Air Quality.....	22
4.9	Greenhouse Gas Emissions	23
4.10	Noise and Vibration.....	24
4.11	Geology, Soils, and Seismicity.....	28
4.12	Hazardous Waste and Materials	28
4.13	Energy	29
4.14	Ecosystems and Biological Resources	29
4.15	Water Resources/Hydrology and Water Quality	29
4.16	Safety and Security.....	30
4.17	Parklands and Community Resources.....	30
4.18	Historic, Archaeological, and Paleontological Resources.....	30
4.19	Environmental Justice	32
4.20	Growth-Inducing Impacts.....	32
5.0	Results and Conclusions	32

List of Tables

Table 1. Summary of Previous and New TPSS Locations.....	12
Table 2. Mitigation Comparison Table	33

List of Appendices

Appendix A. Updated Project Alignment

Appendix B. Traffic Tables

Appendix C. Right of Way Updates and Impacts Table

Appendix D. Air Quality and Greenhouse Gas Tables

Appendix E. Noise Table

Appendix F. Noise Figures

Appendix G. List of Mitigation Measures

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes modifications and refinements to the design of the East San Fernando Valley Transit Corridor Project (Project) in Los Angeles County, California. The Project consists of the design, construction, and future operation of a light rail transit (LRT) system that would operate over 9.2 miles along Van Nuys Boulevard (6.7 miles) and within LACMTA-owned rail right-of-way (2.5 miles).

The Federal Transit Administration (FTA) is the Lead Agency under the National Environmental Policy Act (NEPA) and the LACMTA is the Lead Agency under the California Environmental Quality Act (CEQA). The FEIS/EIR for the project was published in the Federal Register for review on October 2, 2020, and the comment period ended on November 2, 2020. The comment period was subsequently extended another 15 days to November 17, 2020. Online, virtual public information meetings were held on October 14, 2020, and October 26, 2020. On January 29, 2021, the FTA signed the Record of Decision (ROD) for the project. On December 3, 2020, the LACMTA adopted the Finding of Fact and Statement of Overriding Considerations and on December 8, 2020 filed the Notice of Determination (NOD).

On December 3, 2020, Metro Board of Directors approved and certified the Environmental Impact Report (EIR) for the project. On January 29, 2021, the FTA signed the Record of Decision (ROD) for the project. The ROD applied to the at-grade light rail transit (LRT) modified Alternative 4, also identified as the Locally Preferred Alternative (LPA), which was described and evaluated in the *East San Fernando Valley Transit Corridor Project Final Environmental Impact Statement/Final Environmental Impact Report* (FEIS/EIR), dated September 2020. Metro is proposing to construct the LPA in two phases. Phase 1, an Initial Operating Segment (IOS), consists of the portion of the LPA alignment along Van Nuys Boulevard, and Phase 2 includes the northern 2.5-mile segment of the LPA along the Metro-owned railroad right-of-way. Accordingly, the IOS phasing was included in the FEIS/EIR to enable Metro to realize potential cost savings that would not otherwise occur under the LPA. This analysis includes Phase I of the project, the IOS. The project name has been updated to "ESFV LRT Southern Segment"; however, this document refers to the 6.7-mile alignment as the "IOS", for consistency with the FEIS/EIR.

1.1 Basis for Decision to Prepare EIR Addendum

In determining whether an EIR Addendum is the appropriate document under CEQA, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides the following criterion:

- The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines Sections 15162 states that a subsequent EIR or negative declaration shall be prepared if any of the following conditions are met:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, which shows any of the following:
 - The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As demonstrated in the environmental analysis provided in Section 4.0 (Environmental Analysis), subsequent actions associated with the project would not meet the criteria for preparing a subsequent EIR or negative declaration. Therefore, an addendum is the appropriate environmental document to comply with CEQA.

2.0 FEIS/EIR Project Description

The following six alternatives were developed and considered in the DEIS/EIR, which was circulated in September and October 2017:

- No-Build Alternative
- Transportation Systems Management Alternative
- Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative
- Build Alternative 2 – Median-Running Bus Rapid Transit Alternative
- Build Alternative 3 – Low-Floor LRT/Tram Alternative
- Build Alternative 4 – LRT

Based on the project objectives and in response to public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 was developed and included in the FEIS/EIR. The primary difference between Alternative 4 and modified Alternative 4 was the elimination of a 2.5-mile subway segment. Under the modified Alternative 4, the entire 9.2-mile alignment would be constructed at grade. The FEIS/EIR identified the modified Alternative 4: Light Rail Transit as the LPA.

The LPA consisted of a 9.2-mile, at-grade LRT with 14 stations. The LRT would be powered by electrified overhead lines and would travel 2.5 miles along Metro-owned right-of-way that is used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LRT approaches Van Nuys Boulevard, it would transition to and operate in a median dedicated guideway in the median of Van Nuys Boulevard for approximately 6.7 miles south to the Metro G Line Van Nuys Station. Maintenance and Storage Facility (MSF) Option B would be constructed as the preferred MSF site located on the west side of Van Nuys Boulevard on approximately 25 acres. This site is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west.

To ensure the objectives of the LPA were met in a timely manner and to avoid delays due to the timing of funding availability, Metro proposed constructing the LPA in two phases, an Initial Operating Segment (IOS) or Phase 1, which consists of the portion of the LPA alignment along Van Nuys Boulevard, and Phase 2, which includes the northern 2.5-mile segment of the LPA along the Metro-owned railroad right-of-way. Accordingly, the IOS phasing was included in the FEIS/EIR to enable Metro to realize potential cost savings that would not otherwise occur under the LPA.

It was anticipated that Phase 1 construction would begin in 2022 and take 4.5 to 5 years to complete. Although the schedule for completing Phase 2 was contingent upon securing funding and additional coordination with the Public Utility Companies, Metrolink, and the City of San Fernando, Metro expected that construction of Phase 2 would begin within 3 to 5 years of completing Phase 1 and would occur over a 3- to 4-year period in the FEIS/EIR. The following project description includes only Phase 1, the IOS.

2.1 Vehicles

LRT vehicles would be similar to those currently used throughout the existing Metro LRT system. Metro's LRT system is designed to accommodate trains with up to three, 90-foot rail cars, for a total train length of 270 feet. Although LRT vehicles can operate at speeds of up to 65 miles per hour (mph) in an exclusive guideway, operating at-grade along Van Nuys Boulevard, the vehicles would not exceed the posted speed limit of the adjacent roadway, which is 35 mph. A three car consists (i.e., trains) could carry approximately 230 seated passengers and up to 400 passengers when standing passengers are included. The LRT train sets would be configured with a driver's cab at either end, similar to other Metro light rail trains, allowing them to run in either direction without the need to turn around at the termini.

2.2 Alignment

The IOS alignment would extend from the Van Nuys Boulevard/San Fernando Road intersection on the north to the Metro Orange Line Station on the south, a distance of 6.7 miles. The IOS alignment would have two tracks and would be fully separated from automobile traffic along Van Nuys Boulevard by a barrier, except at signalized intersections and controlled at-grade crossings. The IOS would operate in a semi-exclusive right-of-way in what is currently the median of Van Nuys Boulevard. The LRT train would operate no faster than the adjacent prevailing traffic speeds and would be controlled by train signals that would coordinate with the traffic signals.

2.3 Stations

Stations would be constructed at approximately 0.75-mile intervals along the entire route. The 14 planned stations are as follows (from north to south):

- | | |
|--|--|
| 1. Sylmar/San Fernando Metrolink Station | 8. Nordhoff Station |
| 2. Maclay Station | 9. Roscoe Station |
| 3. Paxton Station | 10. Van Nuys Metrolink Station |
| 4. Van Nuys/San Fernando Station | 11. Sherman Way Station |
| 5. Laurel Canyon Station | 12. Vanowen Station |
| 6. Arleta Station | 13. Victory Station |
| 7. Woodman Station | 14. Van Nuys Metro Orange Line (now known as the G Line) Station |

The proposed stations would have designs consistent with the Metro Rail Design Criteria, including directive and standard drawings. Stations would be Americans with Disabilities Act (ADA) compliant, including compliance with the requirements pertaining to rail platforms, rail station signs, public address

systems, clocks, escalators, and track crossings, as described in Sections 8.10.5 through 8.10.10 of the 2010 ADA standards.

Common elements would include signage, maps, fixtures, furnishings, lighting, and communications equipment. All stations are proposed to have center platforms, allowing passengers to access trains traveling in either direction. Typically, at-grade station platforms are 270 feet long (to accommodate three-car trains), 39 inches high (to allow level boarding and full accessibility, in compliance with the ADA), and minimum 12.2 feet wide for side platforms to 16 feet wide for center platform stations.

Canopies at the LRT stations would be approximately 13 feet high and would incorporate directional station lighting to enhance safety. Stations would include seating elements and contain ticket vending machines, variable message signs, route maps, and fare gates, as well as the name and location of the LRT station. In addition, Metro is moving to a fare gate system, which would be integrated into station designs as appropriate.

Stations would also include bicycle parking and bike lockers at or near stations, as feasible. In addition, signage and safety and security equipment, such as closed-circuit televisions, public announcement systems, passenger assistance telephones, and variable message signs (providing real-time information), would be part of the amenities.

2.4 Supporting Facilities

As stated in the FEIS/EIR, the IOS would require a number of additional elements to support vehicle operations, including an Overhead Contact System (OCS) along the entire alignment, Traction Power Substations (TPSS) units, an MSF, and communications and signaling buildings.

2.4.1 Overhead Contact System

An OCS is a network of overhead wires that distributes electricity to tram or LRT vehicles. The OCS would include steel poles placed with the right-of-way to support overhead wires above the light rail vehicles. A telescoping pantograph or “arm” on the roof of LRT vehicles would slide along the underside of the contact wire and deliver electric power to the vehicles. The OCS poles would be approximately 30 feet tall and typically located every 90 to 170 feet between the two tracks or in some locations where street width dictates, may be on the sidewalk.

2.4.2 Traction Power Substations

TPSS units are electrical substations that would be typically placed at approximate 0.75-mile intervals. The LRT vehicles would be powered by approximately 14 TPSS units (including one at the MSF), which would be spaced relatively evenly along the alignment to provide direct current to the LRT vehicles. The TPSS would be located at points along the alignment where maximum power draw is expected (such as at stations and on inclines). In the event that one TPSS needs to be taken offline, the LRT vehicles would continue to operate. The MSF would also have its own designated TPSS.

2.4.3 Maintenance and Storage Facility

The IOS includes construction of a new MSF, which would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance.

MSF Option B, as described in the FEIS/EIR, was identified as the locally preferred site by the Metro Board. The MSF site would be approximately 25 acres in size. The MSF would be located on the west

side of Van Nuys Boulevard and would be bounded by Keswick Street on the south, Rayner Street on the east and north, and the Pacoima Wash on the west. Access to the facility would be via two turnout tracks on the west side of the alignment. A northbound turnout would be located in the vicinity of Saticoy Street. A southbound turnout would be located in the vicinity of Keswick Street.

The MSF would accommodate both operational and administrative functions. The MSF would accommodate all levels of vehicle service and maintenance (i.e., progressive maintenance, scheduled maintenance, unscheduled repairs, warrantee service, and limited heavy maintenance) in addition to storage space for vehicles. The typical MSF would provide interior and exterior vehicle cleaning, sanding, and inspection areas; maintenance and repair shops; storage yards for vehicles; and storage areas for materials, tools, and spare vehicle parts. The storage yard would be the point of origin and termination for daily service.

The MSF would service as the “home base” for the operators. Space would be provided for staff offices, dispatcher workstations, employee break rooms and/or lunchrooms, operator areas with lockers, showers and restrooms, and employee and visitor parking.

The MSF would include collision/body repair areas, enclosed paint booths, and wheel truing (the profiling of wheels to ensure the proper wheel to rail interface) machines. The MSF would also include maintenance-of-way, signals and communications, and traction power functions that would be housed in separate and smaller buildings.

The MSF site would accommodate the maximum number of LRT vehicles required for service and also allow for future expansion of transit service and vehicle maintenance and storage.

2.4.4 Communications and Signaling Buildings

Communications and signaling buildings that contain train control and communications equipment would be located at each station, crossover, and at-grade crossing.

2.5 Operations

The proposed LRT is anticipated to operate with a 6-minute peak and 12-minute off-peak headways when it opens and is projected to operate at 5-minute peak and 10-minute off-peak once ridership begins to increase. Metro Local Line 233 would operate with 8-minute peak and 16-minute off-peak headways, or as demand dictates.

2.6 Parking Loss and Travel Lane Loss

2.6.1 Parking Loss

With implementation of the IOS, all curbside parking would be prohibited along Van Nuys Boulevard.

2.6.2 Travel Lane Loss

The number of travel lanes on Van Nuys Boulevard would be reduced from three to two lanes in each direction for the segment between the Metro G Line and Parthenia Street. North of that point, the IOS would maintain two existing travel lanes in each direction to Laurel Canyon Boulevard and the existing on northbound lane and two southbound lanes along Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road.

2.6.3 Turning Restrictions

With implementation of the IOS, left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the LRT would be running in the median. All crossings of the alignment would be controlled by a traffic signal. Motorists who desire to make a left turn where it would no longer be allowed would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

Under the IOS, the intersections with turning restrictions were as follows:

- Pinney Street & San Fernando Road (closed via a cul-de-sac)
- Van Nuys Boulevard & El Dorado Avenue (southbound left only)
- Van Nuys Boulevard & Tamarack Avenue
- Van Nuys Boulevard & Telfair Avenue
- Van Nuys Boulevard & Cayuga Avenue
- Van Nuys Boulevard & Oneida Avenue
- Van Nuys Boulevard & Haddon Avenue
- Van Nuys Boulevard & Omelveny Avenue
- Van Nuys Boulevard & Amboy Avenue
- Van Nuys Boulevard & Rincon Avenue
- Van Nuys Boulevard & Remick Avenue
- Van Nuys Boulevard & Vena Avenue
- Van Nuys Boulevard & Bartee Avenue (northbound left only)
- Van Nuys Boulevard & Lev Avenue
- Van Nuys Boulevard & Arleta Avenue (southbound left only)
- Van Nuys Boulevard & Beachy Avenue (southbound left only and pedestrian crossings)
- Van Nuys Boulevard & Hartland Street (pedestrian crossing only)
- Van Nuys Boulevard & Archwood Street
- Van Nuys Boulevard & Haynes Street
- Van Nuys Boulevard & Hamlin Street
- Van Nuys Boulevard & Gilmore Street
- Van Nuys Boulevard & Canterbury Avenue
- Van Nuys Boulevard & Woodman Avenue (southbound left only)
- Van Nuys Boulevard & Vesper Avenue (northbound left only)
- Van Nuys Boulevard & Novice Street
- Van Nuys Boulevard & Gledhill Street
- Van Nuys Boulevard & Vincennes Street
- Van Nuys Boulevard & Osborne Street
- Van Nuys Boulevard & Rayen Street
- Van Nuys Boulevard & Parthenia Street (southbound left only)
- Van Nuys Boulevard & Lorne Street
- Van Nuys Boulevard & Blythe Street
- Van Nuys Boulevard & Michaels Street
- Van Nuys Boulevard & Keswick Street (southbound left only)
- Van Nuys Boulevard & Covello Street
- Van Nuys Boulevard & Wyndotte Street
- Van Nuys Boulevard & Gault Street (pedestrian crossing only)
- Van Nuys Boulevard & Hart Street
- Van Nuys Boulevard & Friar Street
- Van Nuys Boulevard & Erwin Street
- Van Nuys Boulevard & Delano Street
- Van Nuys Boulevard & Calvert Street
- Van Nuys Boulevard & Bessemer Street

2.7 Bicycle Facilities

When feasible, bicycle parking would be provided at or near Metro stations, as required by Metro Rail

Design Criteria. The existing bike lanes, which extend approximately two miles north along Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, would be removed due to right-of-way constraints.

2.8 Accessibility

2.8.1 Pedestrian Access

All current crosswalks at signal-controlled intersections would be maintained. Between the signalized intersections, a barrier would be installed to prevent uncontrolled pedestrian crossings, as is Metro's current practice on its median-running LRT lines. Pedestrians would be required to walk to a signalized location to cross Van Nuys Boulevard. LRT passengers would reach the median station platforms from crosswalks at signalized intersections.

2.8.2 Vehicular Access

Vehicular access along Van Nuys Boulevard that would cross the LRT alignment would be limited to signalized crossings. All other streets or driveways would become right turns into and out of Van Nuys Boulevard.

2.9 Right-of-Way

Discussion of the right of way in the FEIR/EIS included number of properties required to construct the project. This included an account of properties for the MSF, stations, guideway, tracks, and the TPSS facilities. In total it would require 100 properties, which included 68 full parcels, 30 partial parcel acquisitions, one Metro-owned property, and one vacant alley. Most of these acquisitions are commercial or industrial properties. However, up to four acquisitions of single-family residences would also be required.

2.10 Gated Light Rail Transit Grade Crossings

There would also be left-turn lane gates, where feasible, at signalized intersections along Van Nuys Boulevard where left turns are permitted across the LRT dedicated guideway. The gates would be activated whenever a train approaches the intersection to enhance safety at these locations.

3.0 Changes to the Project Description

The Metro Design Team has since identified design changes and refinements to the IOS due to real estate and engineering constraints. The following paragraphs identify whether there have been any changes to the IOS described in the FEIS/EIR and summarize the proposed changes.

3.1 Vehicles

The project remains an LRT system. There are no changes to the LRT vehicles.

The vehicles would continue to be similar to those currently used throughout Metro's existing LRT system. Metro's existing LRT system can accommodate up to three 90-foot rail cars that would operate at the posted speed limit of the adjacent roadway (35 miles per hour) along the IOS. Each A 3 car consists (train) could carry approximately 230 to 400 passengers and would have a driver's cab at either end, allowing them to run in either direction without the need to turn around at termini.

3.2 Alignment

There are no changes to the LRT alignment (see **Attachment A**).

The IOS alignment would continue to be located at-grade and along the center (what is currently the median) of Van Nuys Boulevard between San Fernando Road to the north and the Metro G (Orange) Line station to the south.

3.3 Stations

There are no changes to the total number of stations or the approximate spacing of the stations along the IOS route.

However, due to real estate right of way constraints, LACMTA has identified changes to the following four station locations shown in the Advanced Conceptual Plans dated March 15, 2019:

- Van Nuys/San Fernando Station was relocated to the middle of Van Nuys Boulevard;
- Arleta Station was moved from south of Arleta Avenue to north of Arleta Avenue;
- Woodman Station was moved from south of Woodman Avenue to north of Woodman Avenue;
- Van Nuys Metro G (Orange) Line Station was relocated to the middle of Van Nuys Boulevard.

All stations, except the Van Nuys/San Fernando, Van Nuys/Metrolink, and Metro G (Orange) Line stations, now include an underground room for electrical, mechanical and systems equipment, due to recent updates to the Metro Rail Design Criteria (MRDC) and Architectural Standard Drawings.

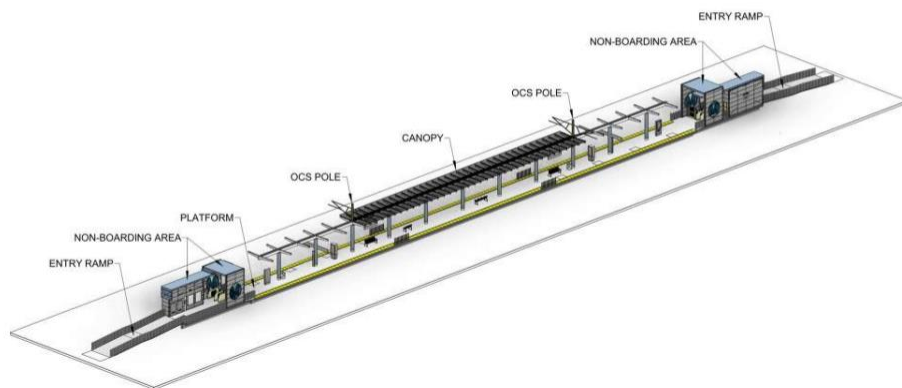


Figure 1: Typical at Grade Center Platform Station

3.4 Overhead Contact System (OCS)

There are no changes to the Overhead Contact System (OCS).

The OCS would continue to consist of a network of overhead wires supported above the LRT vehicles by steel poles located within the ROW. The support poles would be approximately 30 feet tall and placed

every 90 to 170 feet between the tracks of the IOS alignment or on the sidewalk. A pantograph on the roof of the vehicles would slide along the underside of the contact wire to deliver electric power to the vehicles.

3.5 Traction Power Substations (TPSS)

Previously, the description of the IOS included 10 Traction Power Substations (TPSS) sites along this portion of the alignment, as well as one TPSS within the Maintenance and Storage Facility (see below) for a total of 11 TPSS. As the design was progressed for IOS, LACMTA studied increasing the power from 750 volts of direct current (vdc) to 810 vdc and concluded that one of the TPSS sites could be eliminated, decreasing the total from 11 to 10 sites. All the sites along the IOS alignment were renumbered to account for the removal of one site. The previous and new TPSS numbers and locations along the IOS alignment are compared in the tables below. Four of the TPSS sites moved locations due to the study results.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Table 1. Summary of Previous and New TPSS Locations

Previous TPSS No.	Previous Address	Change	New TPSS No.	New Address	Change
1	N/A (Bessemer St)	N/A	1	6073 Van Nuys Blvd	N/A
2A	6429 Van Nuys Blvd	No	2	6429 Van Nuys Blvd	None
3A	7027 Van Nuys Blvd	No	NA	NA	Removed
4	7627 Van Nuys Blvd	No	3	7254 Van Nuys Blvd	Moved south about 2000 feet
5B	8146 Van Nuys Blvd	Yes	4	7927 Van Nuys Blvd / 14510 W Blythe Street	Moved south about 1500 feet
6A	8760 Van Nuys Blvd	Yes	5	8751 Van Nuys Blvd	Moved to opposite side of Van Nuys Boulevard
7	9462 Van Nuys Blvd / 14540 Plummer St	Yes	6	9462 Van Nuys Blvd / 14540 Plummer Blvd	No change in location, change in TPSS number
8	14229 Van Nuys Blvd	Yes	7	14229 Van Nuys Boulevard	No change in location, change in TPSS number
9	10390 Remick Ave	No	8	13746 Van Nuys Boulevard / 13757 Van Nuys Boulevard	Moved north about 200ft
10A	13313 Van Nuys Blvd	No	9	13291 Van Nuys Boulevard / 13287 Van Nuys Boulevard / 13283 Van Nuys Boulevard	Moved southwest about 370 feet

3.6 Maintenance and Storage Facility (MSF)

There are no changes to the anticipated Maintenance and Storage Facility (MSF).

The Maintenance and Storage Facility would continue to be located along southbound Van Nuys Boulevard and would be generally bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west.

The number of full acquisitions of properties dedicated to the guideway into and out of the MSF have been identified as not needed for the IOS. However, these sites may still be utilized for future use in phase 2 of the project still being studied. Detailed description of the changes from the FEIR/EIS to now are described in Appendix C.

3.7 Communications and Signaling Buildings

Communications and signaling buildings that contain train control and communications equipment would continue to be located at each station, crossover, and at-grade crossings. Two standalone Train Control

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Bungalows (TCB) sites would be located at Vose Street and Covello Street. See ROW, below, for additional information on acquisitions necessary for TCB. Other TCBs would be co-located at stations, TPSS sites, etc.

3.8 Operations

There are no changes to the anticipated operations of the LRT.

The IOS would be designed to operate with 6-minute peak and 12-minute off-peak headways when it opens; however, headways would be revised depending upon train schedule and demand once adjacent and connecting bus lines are evaluated.

3.9 Parking Loss and Travel Lane Loss

There are no changes to the anticipated parking and travel lane loss for the IOS.

All curbside parking would continue to be prohibited along Van Nuys Boulevard. The number of travel lanes on Van Nuys Boulevard would be reduced from three to two lanes in each direction for the segment between the Metro G (Orange) Line and Parthenia Street. The two existing travel lanes for the segment between Parthenia Street and Laurel Canyon Boulevard, and the existing northbound lane and two southbound lanes for the segment between Laurel Canyon Boulevard and San Fernando Road, would be maintained.

3.10 Turning Restrictions

All currently unsignalized intersections would continue to be restricted to allow only right turns into and out of streets and driveways intersecting with Van Nuys Boulevard, due to the elimination of the median 2-way-left-turn lane and inclusion of the LRT system.

However, the following turn lanes would be removed or added:

- Valerio Street- northbound left turn removed
- Saticoy Street- southbound left turn removed
- Lanark Street- southbound left turn removed
- Chase Street- northbound left turn removed
- Tupper Street- northbound and southbound left turns removed
- Plummer Street- southbound left turn removed
- Vesper Avenue- northbound left turn removed
- Woodman Avenue- northbound left turn added
- Arleta Avenue- southbound left turn removed; northbound left turn added
- Bartee Avenue- northbound left turn removed; southbound left turn added
- Sherman Way- northbound and southbound left turns removed
- El Dorado Avenue- northbound and southbound left turns removed

3.11 Bicycle Facilities

There are no changes to the bicycle facilities or bicycle paths.

Approximately two miles of existing bike lanes along the IOS would be removed due to right-of-way constraints. When feasible, bicycle parking would be provided at or near stations, as required by the MRDC.

3.12 Pedestrian Access

As previously cleared, all current crosswalks at signal-controlled intersections along the IOS would be maintained, and a barrier would be installed between signal-controlled intersections to prevent uncontrolled pedestrian crossings. El Dorado Avenue would be closed for vehicular and pedestrian cross traffic due to the relocation of the Van Nuys/San Fernando Station.

3.13 Vehicular Access

Vehicular access along Van Nuys Boulevard that would cross the LRT alignment of the IOS would continue to be limited to signalized crossings. All other streets or driveways would become right turns only into and out of Van Nuys Boulevard.

The Project's new at-grade crossings will be incorporated into existing intersections, such that the movement of trains, motorists, and pedestrians are controlled by traffic signals, train control signals, striping, and signage. In accordance with the CPUC crossing approval process, diagnostic meetings were conducted for each crossing, including the Left Turn Gate designs.

Left turn movements along Van Nuys Boulevard would only be allowed at 25 of the remaining signalized intersections; the remaining left-turns would be converted to operate under protected-only phase operation to ensure that there is no possibility of interference and conflict between left-turning vehicles and the LRT train, so the LRT system can safely operate in the median of Van Nuys Boulevard.

During crossing diagnostic meetings, a team of engineers and representatives from LACMTA, CPUC, consultants, and City of Los Angeles reviewed preliminary designs for the crossings and supported Left Turn Gates (and IIRPMs). LACMTA raised concerns that motorist illegal left turn movements in front of oncoming trains account for over 70% of all light rail accidents. LACMTA noted the effectiveness of reducing illegal left turns for similar Left Turn Gate located at Flower St. and 18th St., Los Angeles. Example left turn gate can be seen below (Exhibit 1). Given the results of the evaluation, the design team determined the need to eliminate additional left turns not previously identified in the FEIR/EIS.



Exhibit 1 – Existing Left Turn Gate for LACMTA Blue Line Train – Flower St. and 18th St

The traffic signals at 11 existing signalized intersections would be removed entirely and converted to only allow right turns into and out of streets.

Four of the existing signalized intersections would be converted to pedestrian-only crossings (Tammarack Avenue, Canterbury Avenue, Panorama Mall, Calvert Street).

The intersections at Tupper Street and Sherman Way would remain signalized with no left-turn operations from Van Nuys Boulevard.

The remaining traffic signals along the corridor would be maintained but modified to accommodate LRT operations.

In addition, during construction, temporary construction easements (TCE) would be required for 245 parcels for sidewalk and driveway construction. The number of TCEs was not specified in the previous description of the IOS.

3.14 Right-of-Way and Temporary Construction Easements in the Public Right-of-Way

Based on the proposed design in the advanced engineering drawings, the number of public right-of-way (ROW) impacts have been identified and described in this document. There will be permanent and temporary construction easements needed to complete the project. These public ROW impacts will temporarily impact properties adjacent to the project. These impacts are largely temporary construction easements (TCEs) needed for construction of the IOS. The number and type of construction easements (temporary and permanent) not previously specified in the FEIR/EIS are presented below:¹

- 267 identified TCEs which include:
 - 267 construction impacts to property from TCEs primarily for sidewalk, driveway, and curb ramp construction, and temporary construction activities
- 82 identified permanent easements which include:
 - 82 parcels need permanent easement for construction and implementation roadway widening. This would also include easements for temporary construction activities
- 54 identified permanent acquisitions specific to IOS.
 - 54 parcels needed for the construction of TPSS, TCB, and MSF properties.
- The number of full acquisitions of properties dedicated to the guideway into and out of the MSF have been identified as not needed for the IOS. However, these sites may still be utilized for future use in phase 2 of the project. These sites are still in the full tally of properties. Detailed description of the changes from the FEIR/EIS to now are described in Appendix C.

3.15 Gated Light Rail Transit Grade Crossings

Previously, the description of the IOS included left-turn lane gates at signalized intersections along Van Nuys Boulevard where left turns are permitted across the LRT guideway that would be activated when a train approaches. Left turn gates are now proposed to be installed at select left turn pockets, and the gates would be activated at all times to enhance safety at these locations.

3.16 Sidewalk Improvements

Overall major improvements to the sidewalks were not included in the previous description of the IOS; however, the previous description of the IOS did include anticipated narrowing of sidewalks at select locations.

Project design updates include sidewalk improvements along Van Nuys Boulevard for the entire alignment of the IOS to enhance accessibility and meet the 2010 Americans with Disabilities Act

¹ A “property” in this context may consist of multiple legal parcels, unified by ownership. As such, the number of legal parcels identified herein for acquisition is greater than the number of properties.

standards to the maximum extent feasible. This includes maintaining a minimum sidewalk width of 3 feet (36 inches) with passing areas of at least 5 feet by 5 feet every 200 feet. Curb ramps and driveways would also be reconstructed along this segment.

3.17 Utility Work

Overall major utility work project descriptions were not included in the previous description of the IOS. Project design updates include utility work along Van Nuys Boulevard and various side streets.

The limits of utility improvements for the IOS are primarily within the Van Nuys Blvd ROW. Various utility and drainage relocations and improvements have been identified to avoid conflicts with the track alignment. Additionally, roadway and sidewalk improvements require the relocation of various utility poles. These underground and overhead infrastructure relocations and improvements have expanded the area of potential effects to various side streets.

3.18 Pacoima Wash Culvert

A portion or all of the Pacoima Wash culvert would be replaced within the limits of the proposed LRT guideway. The existing culvert is approximately 15 feet below grade to the bottom of the structure and excavation would be required to approximately 10 feet below the existing culvert to accommodate the larger culvert section and to install base needed for the new structure. Temporary shoring is anticipated to be required to remove and replace the culvert. Traffic control/diversion of traffic may be required during the removal of the existing culvert and the installation of new culvert section.

3.19 Air Raid Sirens

Two existing World War Two era air raid sirens would be relocated. This relocation was not included in the previous description of the IOS.

Air Raid Siren No. 104 is currently located at the outer edge of the sidewalk on the east corner of Van Nuys and Laurel Canyon Boulevards. Air Raid Siren No. 207 is currently located at the outer edge of the sidewalk on the northwest corner of Van Nuys Boulevard and Valerio Street. Both air raid sirens would be removed from their current location to new locations. The selection of the new locations is at the discretion of the City of Los Angeles.

4.0 Environmental Analysis

A review of the technical analysis for the project has been conducted per CEQA Guidelines Sections 15162 to determine if any of the changes to the project would result in significant effects not discussed in the previous FEIS/EIR, if significant impacts previously examined would be substantially more severe than previously shown; if mitigation measures or alternatives previously found not to be feasible would in fact be feasible, or if mitigation measures or alternatives considerably different from those analyzed in the FEIS/EIR would substantially reduce one or more significant effects on the environment.

The review is based on the CEQA guidelines, as well as the most current FTA and LACMTA guidelines and policies. To the extent possible, the analysis uses the same methods and criteria developed as part of the FEIS/EIR to determine the significance of any potential environmental impacts. A discussion of the affected environment and consideration of potential impacts during construction and operation is included in the sections below. These impacts are then compared to the conclusions of the FEIS/EIR to determine if new or additional mitigation would be necessary if the design change were adopted by the project.

Mitigation measures identified in the FEIS/EIR would apply to all design changes.

4.1 Construction Activities

The proposed design changes would not change the findings for construction methods and impacts discussed in Chapter 2.6 Construction Activities and Chapter 4 of the FEIS/EIR. The duration of construction is estimated to be approximately 4.5 to 5 years. As discussed in the FEIS/EIR, the project could include temporary street and lane closures and detour routes. Temporary construction easements identified above would provide the contractor and public with look ahead of project impacts as the construction work starts and progresses. Construction activities would most likely begin simultaneously at several locations along the project corridor to accommodate areas of work requiring lengthy construction times and bring the different segments of the project to completion to meet the schedule. Changes to the project would result in additional work within roadway right-of-way, including areas outside of the original footprint. However, project construction would continue to adhere to all applicable local, state, and federal laws for building and safety. As was stated in the FEIS/EIR, working hours would vary to meet special circumstances and restrictions, and efforts would be made to ensure working hours are appropriate for the community. **Finding:** construction activities would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.2 Transportation, Transit, Circulation, Parking, and Bicycle Facilities

The proposed design changes would not change the findings for transportation, transit, circulation, parking, and bicycle facilities discussed in Section 3, Transportation, Transit, Circulation, Parking, of the FEIS/EIR. The roadway geometry would mostly remain the same between the original FEIS/EIR and updated IOS. However, since the completion of the FEIS/EIR, a lane was removed on Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road. In addition, for existing conditions, the original analysis used traffic counts collected in 2011, 2012 and 2013, while this updated analysis was based on data collected in 2019. A separate study was conducted in 2020 to provide the interface plan for the vehicular traffic and train operations of the project under the 2028 scenario. The peak hour traffic volumes for this supplemental traffic analysis were estimated based on the 2028 volumes and average annual growth rates from the interface plan. These growth rates were applied to the 2028 traffic volumes to estimate the 2040 “with project” volumes.

Appendix B, Table 1 and Table 2 show the comparison of intersection operations between the original and updated IOS scenario. The updated IOS analysis shows that more intersections would operate below LOS D in the future build scenario (2040) in both AM and PM peak hours.

The updated traffic analysis indicates that under the updated 2040 IOS scenario, 16 out of 26 study intersections would operate below LOS D. And for the alternative including removing the northbound and southbound left-turn lanes at the Van Nuys Boulevard/Sherman Way intersection 17 out of 26 study intersections would operate below LOS D.

The new arterial travel time results show that under the 2040 build scenarios, arterials would operate similarly between the IOS and the proposed alternative. (see **Appendix B, Table 3 and Table 4**). During the AM Peak Hour northbound travel time would be reduced by about four minutes under the alternative scenario compared to the updated IOS. And southbound travel time would increase by about three minutes under the alternative scenario compared to the updated IOS. During the PM peak hour, northbound travel time would reduce by about four minutes under the alternative scenario compared to the updated IOS. Southbound travel time would increase by about two minutes under the alternative scenario compared to the updated IOS.

It was concluded in the FEIS/EIR that the IOS would have unavoidable adverse local traffic impacts during operation and the LACMTA would work with the City to reduce the significant impacts by implementing corridor-level mitigation measures such as signal optimization and coordination. The additional impacts of implementing the new left-turn changes would not change the order of magnitude of significant impacts.

The IOS would not include any changes to the bicycle facilities or bicycle paths. As described in the FEIS/EIR, the IOS could result in bicycle access and safety impacts due to the removal of Class II bike lanes on Van Nuys Boulevard, which could increase the potential for bicycle collisions. **Finding:** operation of the IOS would continue to result in significant impacts under CEQA. Parking is not considered a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.3 Land Use

The proposed design changes would not change the findings for land use discussed in Section 4.1, Land Use, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would involve temporary closures of streets, lanes, and sidewalks but are not expected to substantially divide existing communities or neighborhoods. The number of right-of-way permanent property acquisitions remains the same with one less due to the change in the number of total TPSS locations. Temporary construction easements identified represent a refinement of the project scope and they account for updates to the sidewalk, road, and driveway structures that are currently in the neighborhood. These TCEs are to update or maintain features of the community already existing in the neighborhood such as driveways and sidewalks.. These construction impacts were anticipated in the FEIR/EIS. The operation of the light rail transit line would improve overall access to transit in the neighborhood but would continue to result in significant traffic impacts (per initial EIR/EIS findings) due to a reduction in the number of mixed-flow travel lanes to accommodate the LRT. The localized traffic impacts under the IOS would continue to conflict with the congestion reduction goals and policies of local plans. **Finding:** operation and construction of the IOS would continue to result in significant impacts under CEQA. This determination is consistent with the FEIS/EIR findings.

4.4 Real Estate and Acquisitions

The proposed design changes would not change the findings for real estate and acquisitions discussed in Chapter 4.2 of the FEIS/EIR. The modified IOS would include no additional acquisitions, however there was a modification of the TPSS sites based on the new power needs for the LRT. A number of temporary construction easements will be required to assist in the construction of the project (see **Appendix C**). These were not previously described in the FEIR/EIS because the level of detail had not been completed at the time. The number of full permanent acquisitions for the project is at 126 parcels, which includes 54 full parcel acquisitions, 82 partial parcel acquisitions for permanent easements, and 267TCEs. The full acquisitions would be for the purposes of alignment, stations, the MSF site, and the TPSS. The primary impacts will be from temporary construction work in the form of TCEs primarily for driveway construction, sidewalk construction, and temporary construction activities.

The additional temporary easements would not result in any additional operational impacts on the properties; however, they would require the closure of sidewalks and driveways during construction. Mitigation measures for construction were identified in the FEIS/EIR to address impacts related to traffic and circulation, and there would be no additional impacts on real estate. Construction impacts are considered less than significant under CEQA.

As described in the FEIS/EIR, LACMTA would provide relocation assistance and compensation for all displaced businesses, as required by both the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 2.1.1 and 2.1.2 of the 2015 Real Estate and Acquisitions Technical Report. Where acquisitions and relocations are unavoidable, LACMTA would follow the provisions of both acts and their amendments. All real property acquired by LACMTA would be appraised to determine its fair market value and just compensation would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. **Finding:** operation and construction of the IOS would continue to have no impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.5 Economic and Fiscal Impacts

The proposed changes would not change the findings for economic and fiscal impacts as discussed in Section 4.3 of the FEIS/EIR. The changes in design would continue to result in direct and indirect impacts during construction including minor economic impacts on local businesses due to reduced visibility and diminished access resulting from sidewalk or lane closures, loss of on-street parking during construction, and permanent removal of on-street parking spaces. Those impacts would continue under the new design changes and would be less than significant. Additionally, the induced impacts of constructing the project would be an estimated 20,525 jobs. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.6 Community and Neighborhoods

The proposed changes would not change the findings for communities and neighborhoods discussed in Section 4.4, Communities and Neighborhoods, of the FEIS/EIR. The IOS would continue to enhance mobility and access by public transit. The IOS would continue to increase connectivity within the eastern San Fernando Valley area and would result in more unified communities by providing additional transit services. The IOS would now require 54 full right-of-way permanent acquisitions and 72 partial acquisitions to support road widening(see **Appendix C**). Although full and partial acquisitions would largely be required from commercial and industrial land uses, they would also include four residential properties. As anticipated by the original FEIR/EIS temporary construction easements would impact sidewalks and driveways to accommodate utilities construction, which could affect the surrounding communities. This document locates the majority of locations for TCEs so neighbors can understand the projects' possible impact immediate to the community. There are also additional areas of utility and pavement work that would be affected during construction. **Finding:** operation of the IOS would continue to result in significant impacts under CEQA. This determination is consistent with the FEIS/EIR findings.

4.7 Visual Quality and Aesthetics

The proposed design changes would not change the findings for visual resources discussed in Section 4.5, Visual Quality and Aesthetics, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would temporarily affect visual resources within and surrounding the project corridor. Existing scenic resources could be affected due to removal of some existing landscaping and street trees. Visual character and quality would be affected by the presence of the LRT cars and new stations. As was stated in the FEIS/EIR, the IOS would be designed in accordance with local codes and ordinances, including visual and aesthetic elements such as siting and height restrictions, structure scale, streetscaping features, and landscape design. **Finding:** construction would continue to result in significant impacts under CEQA after

implementation of proposed mitigation measures. The operational impacts under CEQA would continue to be significant on scenic views, scenic resources, and visual character, and would be less than significant or would be beneficial on visual quality. This determination is consistent with the FEIS/EIR findings.

4.8 Air Quality

4.8.1 Criteria Pollutant Emissions

The proposed changes would not change the findings for criteria pollutant emissions discussed in Section 4.6, Air Quality, of the FEIS/EIR. The regional VMT and travel speed profile predicted to occur along the 6.7-mile corridor of Van Nuys Boulevard under the IOS would generate the regional criteria pollutant emissions estimates presented in **Appendix D, Table 1**. The table also shows daily emissions throughout the corridor with the proposed design changes; as discussed previously, emissions associated with the MSF and vehicle propulsion would not change from what was presented in the FEIS/EIR. Relative to the FEIS/EIR analysis, the design changes would result in marginal increases in daily emissions of ROG, CO, and NO_x due to increased vehicle delay; however, emissions would remain at lower magnitudes than under the No Build Alternative in the design year of 2040.

The ultimate objective of this analysis was to evaluate if and how the proposed design changes would affect the daily air pollutant emissions relative to those disclosed in the FEIS/EIR. **Appendix D, Table 2** provides a summary of the emissions presented in the FEIS/EIR and combines them with the incremental change in emissions associated with implementation of the proposed design modifications to the turning restrictions along Van Nuys Boulevard. Results of the analysis demonstrated that although corridor emissions attributed to vehicular travel and delay would be marginally higher than the FEIS/EIR analysis for the IOS, implementation of the design changes would still generate emissions of all pollutants presented in **Appendix D, Table 2** at lower magnitudes than under the No Build Alternative in the design year of 2040. Therefore, implementation of the proposed design modifications would not substantially alter the environmental benefits of the project related to air pollutant emissions. The design changes associated with IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.8.2 Carbon Monoxide Hot Spots

The proposed changes would not change the findings for carbon monoxide hot spots discussed in Section 4.6, Air Quality, of the FEIS/EIR. Based on ambient air monitoring data collected by SCAQMD, the South Coast Air Basin (Basin) has continually met state and federal ambient air quality standards for CO since 2003. As such, the Basin was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 Air Quality Management Plan (AQMP) is the most recent AQMP, no additional regional or hotspot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP.

Since local CO concentrations are a function of 1) intersection traffic volumes, 2) peak-hour intersection congestion, 3) CO emissions factors [idle and grams/mile], and 4) the ambient CO background concentration; it is possible to identify which, if any, of the most congested intersection locations have a potential to violate state or federal CO standards. Table 4-7 in Appendix L (Air Quality Technical Report) of the FEIS/EIR shows intersections that meet the following criteria: 1) intersection congestion and/or delay would worsen under when compared to the No Build Alternative, and 2) the intersection would

operate at LOS F.

Total intersection approach volumes under the IOS would not exceed the maximum total intersection approach volume identified for a 2003 attainment demonstration intersection, during the AM or PM peak-hour period. In addition, the eastern San Fernando Valley is predicted to have an 8-hour CO background concentration of 5.5 parts per million in 2020 (farthest SCAQMD prediction), compared to an 8-hour background concentration of 7.8 parts per million used for the 2003 attainment demonstration analysis. And finally, the CO five miles per hour emissions factor for year 2040 is predicted to be 1.1 grams per mile. This emission rate is less than 10 percent of the CO five miles per hour emissions factor of 13.9 grams per mile used for the 2003 AQMP attainment demonstration. Therefore, although implementation of the design modification would result in marginal increases in CO emissions at the Van Nuys Boulevard intersections with turning restrictions, emissions would still decrease relative to the No Build Alternative. The design changes associated with the IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.8.3 Toxic Air Contaminant Emissions

The proposed changes would not change the findings for toxic air contaminant emissions discussed in Section 4.6, Air Quality, of the FEIS/EIR. The travel speed profile and average intersection delay along the 6.7-mile Van Nuys Boulevard corridor that were forecasted using transportation modeling under the IOS would generate the MSAT emissions estimates presented in the second-to-left column of **Appendix D, Table 3**. Implementation of the proposed design changes would result in no material effect to regional MSAT emissions disclosed in the FEIS/EIR under the IOS, as shown in the columns presenting the net change from the IOS analysis. This conclusion is similar to what was presented in the FEIS/EIR in comparing the IOS to the No Build Alternative, which is also shown in **Appendix D, Table 3** for comparison. The FEIS/EIR Regional Analysis in the right portion of the table includes all regional on-road VMT emissions as described in the FEIS/EIR, whereas the supplemental analysis focused only on the vehicle volumes, travel speeds, and intersection delay throughout the IOS corridor along Van Nuys Boulevard. The differences in MSAT emissions observed by comparing the design changes to the IOS would not result in any previously disclosed reduction becoming an increase in daily emissions.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project. The design changes associated with the IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.9 Greenhouse Gas Emissions

The proposed changes would not change the findings for greenhouse gas emissions discussed in Section 4.7, Air Quality, of the FEIS/EIR. **Appendix D, Table 4** presents a summary of the annual GHG emissions associated with operation of the IOS with the proposed design changes as well as the emissions that were disclosed in the FEIS/EIR. The table shows emissions associated with each major source component involved in project operations in the 2040 analysis year: the MSF, LRT vehicle propulsion and station operations, and construction activities (the design changes would not alter construction

emissions from those presented in the FEIS/EIR). 2040 is the appropriate baseline year for determining the significance of impacts related to GHG emissions because the project and other transit system improvements would be fully integrated into the regional circulation patterns and travel behaviors of members of the public. Also included in **Appendix D, Table 4** are the net GHG emissions associated with the displacement of on-road vehicle travel.

Moving the station locations would not affect GHG emissions during construction or future operation of the IOS. The FEIS/EIR construction emissions analysis accounted for the same number of stations as would be built with the design changes, and the new sites would not alter the off-road equipment and on-road vehicle inventories required to build the stations. Annual GHG emissions during construction would be consistent with the magnitude of emissions analyzed in the FEIS/EIR. Furthermore, the operational on-road vehicular travel emissions reductions disclosed in the FEIS/EIR would occur when considering the new station locations because the increases in transit ridership and decreases in on-road vehicle miles traveled (VMT) would not change relative to what was previously analyzed. The new station sites would not have any effect on transit ridership, and therefore no further analysis of GHG emissions is warranted for this design change.

Construction of the IOS with the proposed MSF modification would not change the total or annual average GHG emissions that were disclosed in the FEIS/EIR. Installation of the PV solar array and BESS would not require additional off-road equipment use or on-road vehicle activity. Furthermore, implementation of the IOS with the proposed solar PV array and BESS would result in less operational GHG emissions than those that were disclosed in the FEIS/EIR because the IOS would require less energy from the grid, which is a source of indirect GHG emissions. Information provided by the LACMTA Metro indicated that the MSF rooftop solar PV and BESS would yield an annual offset of 74.5 percent and maintain a payback period of 25 years. The FEIS/EIR analysis determined that annual GHG emissions resulting from MSF electricity consumption would be approximately 471 MTCO₂e; therefore, the PV and BESS would reduce MSF indirect energy emissions by approximately 350 MTCO₂e relative to the analysis presented in the FEIS/EIR.

Removal of the turn lanes along Van Nuys Boulevard would increase annual peak hour vehicle emissions by approximately 1,066 MTCO₂e under the design change. The net annual emissions relative to the 2040 No Build Alternative baseline with implementation of the design change would be reductions of approximately 9,505 MTCO₂e or 9,082 MTCO₂e, respectively. The design changes associated with IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant/beneficial impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10 Noise and Vibration

The proposed changes would not change the findings for noise and vibration as described in Section 4.8 of the FEIS/EIR. Three aspects of the IOS were identified and analyzed to identify potential changes to the operational noise and vibration impact results: (TPSS, crossovers, and right-of-way (ROW) building acquisitions.

4.10.1 Traction Power Substations

Appendix E, Table 1 summarizes the noise assessment results for TPSS Sites 3, 4, 5, 8, and 9 which were relocated. The table provides existing and predicted future noise levels at the closest noise-sensitive receiver. There would be no noise impact at TPSS Sites 3, 4, or 8; however, there would be severe noise impacts per FTA criteria at Receiver Cluster SB-7a adjacent to TPSS Site 5 and at Receiver Cluster SB-

39 adjacent to TPSS Site 9 (see **Appendix F, Figure 1** and **Figure 2**). Receiver Cluster ID SB-7a represents 5 multi-family residential buildings with approximately 18 total residential units. The closest building is approximately 34 feet to the west of TPSS 5. Noise impacts are predicted at all of the buildings in this cluster and at Receiver Cluster SB-7b to the northwest. Receiver cluster ID SB-39 represents a cluster of single-family residences located on Pinney Street. The closest building is approximately 41 feet west of the TPSS site. Noise impact is predicted at residences within 135 feet of the TPSS unit.

The FEIS/EIR included mitigation measures for TPSS units, including MM-NOI-3a, MM-NOI-3b, and MM-NOI-3c to reduce noise impacts resulting from TPSS units. These mitigation measures would be implemented at the TPSS locations where impact is predicted. **Finding:** with implementation of these measures, operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.2 Crossovers and Special Trackwork

The IOS would require special trackwork, including turnouts and crossovers. Turnouts and crossovers for light-rail transit require special trackwork where two rails cross. The special fixture used where two rails cross is referred to as a “frog.” Standard frogs have gaps, and the train wheels must “jump” across the gap. The wheels striking the ends of the gap cause localized increases in noise and vibration levels. An adjustment to the predicted noise levels of +6 dB is applied when special trackwork would be located within 300 feet of sensitive receivers. An adjustment to the predicted vibration levels of +10 dB is applied when special trackwork would be located within 200 feet of sensitive receivers.

There are no noise-sensitive receivers located within 300 feet of the double crossover between Calvert Street and Delano Street, and the single crossovers at Hamlin Street would not result in noise impacts (see **Appendix E, Table 2** and **Table 3**). The remaining crossovers would result in noise levels at nearby receivers exceeding FTA thresholds.

The FEIS/EIR included mitigation measures for crossovers and special trackwork, including MM-VIB-2a, MM-VIB-2b, and MM-VIB-2c to reduce noise impacts resulting from this work. These measures included additional study of noise and vibration impacts, installation of frog points at appropriate locations. As a result of the updated studies, low-impact frogs are recommended at the following crossover locations:

- Single crossovers at Hart Street
- Yard lead turnouts at Keswick Street
- Double crossover at Covello Street
- Single crossovers at Titus Street
- Single crossovers between Parthenia Street and Rayen Street
- Single crossovers at north of Vincennes Street and at Gledhill Street
- Single crossovers between Canterbury Avenue and Beachy Avenue
- Double crossover north of Remick Avenue
- Double crossovers between Telfair Avenue and Tamarack Avenue

At some of the crossover locations, a moderate noise impact was predicted in the FEIS/EIR without any noise contribution from the crossover. To reduce the predicted noise levels to below the FTA moderate noise impact threshold at these locations, the following additional mitigation measure would be included to accomplish the same noise reductions:

- MM-NOI-3d: The following measures would be included in project plans as needed to meet applicable noise level thresholds:
 - *Specify low-noise vehicles* – Manufacturers can achieve low-noise specifications with a combination of vehicle skirts, a well-designed suspension, and under-car absorption. Low-noise vehicles may reduce noise levels by 3 dB.
 - *Building sound insulation* – Sound insulation of residences and buildings improves the outdoor-to-indoor noise reduction. Although this approach has no effect on noise in exterior areas, it may be the best choice for sites where noise barriers are not feasible or desirable or for buildings where indoor sensitivity is of most concern.
 - *Install ballast-and-tie track* – Ballast is an absorptive material, so it reflects less noise than a concrete track bed. Ballast-and-tie track systems are about 3 decibels quieter than traditional embedded track systems.
 - *Apply absorptive material to the concrete track bed* – Although not common there are several examples of this approach being used as a noise mitigation measure on Asian and European transit systems. However, this option is difficult to implement in a right-of-way where there are many cross-streets.

The FEIS/EIR identified moderate noise impacts from crossovers but did not identify severe noise impacts. The FEIS/EIR states “The severe noise impact criteria are used as the NEPA noise significance threshold for the project; however, noise mitigation is also considered for any locations where moderate noise impact is identified.” The Metro Rail Design Criteria requires mitigation for project noise levels that exceed the severe impact criteria and the severe impact criteria was used as the NEPA threshold in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.3 Vibration

There are no vibration-sensitive receivers located within 200 feet of the double crossover between Calvert Street and Delano Street and the single crossovers at Hart Street and the double crossover at Covello Street would not result in vibration impacts (see **Appendix E, Table 4**). The remaining crossover locations would result in cause vibration levels at nearby receivers exceed FTA thresholds. The FEIS/EIR included mitigation measures for vibration including MM-VIB-2a, MM-VIB-2b, and MM-VIB-2c to reduce vibration impacts resulting from this work. These measures included additional study of noise and vibration impacts, installation of frog points at appropriate locations. As a result of the updated studies, low-impact frogs are recommended at the following crossover locations:

- Single crossovers at Hamlin Street
- Yard lead turnouts at Keswick Street
- Single crossovers at Titus Street
- Single crossovers between Parthenia Street and Rayen Street
- Single crossovers at north of Vincennes Street and at Gledhill Street
- Single crossovers between Canterbury Avenue and Beachy Avenue
- Double crossover north of Remick Avenue
- Double crossovers between Telfair Avenue and Tamarack Avenue

At the single crossovers between Parthenia Street and Rayen Street and the crossovers between Vincennes

Street and Gledhill Street vibration impact was predicted in the FEIS/EIR without any vibration contribution from the crossover. The following mitigation measures were included in the FEIS/EIR and have been amended based on the additional analysis performed as a result of the proposed design changes to accomplish the same noise reductions:

MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osbourne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.

MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.

Vibration mitigation measure MM-VIB-2b would be updated to “The contractor shall install spring-rail frogs at the crossovers on Van Nuys Boulevard/Parthenia Street, Van Nuys Boulevard/Gledhill Street and Van Nuys Boulevard/Beachy Street. Like moveable point frogs, spring rail frogs provide a continuous running surface in the mainline direction and are therefore expected to provide similar noise and vibration reduction. However moveable point frogs require additional switch equipment that is unlikely to fit in the right-of-way. If further investigation confirms that an alternative low-impact frog would reduce noise and vibration levels below the applicable thresholds, such as conformal frogs, the alternative may be installed.”

Vibration mitigation measure MM-VIB-2c would be updated to “Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b, except for the double crossover between Calvert Street and Delano Street where there are no sensitive receivers located within 300 feet. At locations where sensitive receivers are further than 300 feet from the special trackwork, standard frogs are acceptable.”

The *Draft Vibration Assessment and Mitigation Recommendations* (February 2021) report recommended a continuous mat floating slab and a monoblock frog with conformal top for the crossover located at Parthenia Street. This same engineering approach to vibration reduction could be applied to the crossover at Gledhill Street in place of the moveable point frogs recommended in MM-VIB-2b to reduce predicted vibration levels to below the impact threshold.

The vibration mitigation recommendations for low-impact frogs would also provide noise mitigation for the sensitive receivers where severe noise impact is predicted. The vibration mitigation recommendations in MM-VIB-2b and MM-VIB-2c would reduce all predicted severe noise impacts to equal to or below the severe noise impact threshold for all crossover locations. A moveable point frog at the Beachy Avenue crossover (MM-Vib-2b) would reduce the predicted noise levels to below the severe impact threshold; however, the engineering approach of using continuous mat floating slab and a monoblock frog with conformal top would not provide the same noise reduction as a moveable point frog. Measurements may show that a monoblock frog with a conformal top would reduce noise levels to below the severe impact threshold at Beachy Avenue, but data is not currently available and a conservative assumption of noise reduction from a monoblock frog was applied. **Finding:** with implementation of these measures, operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.4 Right-of-Way Acquisitions

The proposed design changes would not change the findings for right-of-way acquisitions discussed in Section 4.8, Noise, of the FEIS/EIR.

One full acquisition was identified where there was a previously predicted moderate noise impact in the FEIS/EIR at receiver cluster ID SB-22, shown in **Appendix F, Figure 3**. SB-22 is a cluster of single-family residences that includes 7 units. The single-family residence at 14229 Van Nuys Boulevard would be a full acquisition to accommodate TPSS Site #7. The removal of this residential building would slightly affect noise propagation from traffic and light-rail operations on Van Nuys Boulevard at receiver cluster ID SB-23, which is setback one row off of Van Nuys Boulevard. However, with the TPSS building and other equipment occupying this space, the effect of removing this one building is expected to be negligible.

Full property acquisition is also required for TPSS 9 for several buildings on Van Nuys Boulevard between El Dorado Road and San Fernando Road. The existing buildings form a continuous façade that significantly reduces the noise levels at the sensitive receiver cluster ID SB-39, which is set back one row off of Van Nuys Boulevard. The TPSS and other project facilities located at this site would not provide similar noise reduction as the existing buildings, and the removal of the buildings would result in an increase in noise levels above the noise impact threshold. Noise mitigation would be included in the TPSS site design to account for the increase in traffic noise levels from removing the buildings.

The FEIS/EIR included MM-NOI-2a, which would include a sound wall where the row of buildings would be removed near the intersection of Van Nuys Boulevard and San Fernando Road. **Finding:** with implementation of this measure, construction and operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.11 Geology, Soils, and Seismicity

The proposed design changes would not change the findings for geological resources discussed in Section 4.9, Geology, Soils, and Seismicity, of the FEIS/EIR. As was stated in the FEIS/EIR, the project would be designed in compliance with current building codes and regulatory requirements. Previously proposed mitigation measures, MM-GEO-1 and MM-GEO-2, and compliance with Metro's Design Criteria, the latest federal and state seismic and environmental requirements, and state and local building codes, would reduce potential impacts on geological resources to a less-than-significant level. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.12 Hazardous Waste and Materials

The proposed design changes would not change the findings for hazardous materials discussed in Section 4.10, Hazardous Waste and Materials, of the FEIS/EIR. As was stated in the FEIS/EIR, hazardous materials could be encountered during excavation as well as any accidental release of hazardous materials from construction equipment. Deeper ground excavation for foundations or structures could result in groundwater contamination by volatile organic compounds. Lead-based paint and asbestos containing material could be encountered in waste building materials during demolition of existing structures for the MSF and TPSS facilities. As was stated in the FEIS/EIR, the removal, handling, and disposal of hazardous materials would be conducted in accordance with all applicable federal, state, and local regulations, and would comply with the mitigation measures, MM-HAZ-1 through MM-HAZ-6. **Finding:** construction and operation and construction of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.13 Energy

The proposed design changes would not change the findings regarding energy resources as discussed in Section 4.11, Energy, of the FEIS/EIR. Diesel fuel consumption would increase due to the utility work that was not included in the FEIS/EIR. However, this increase would be minimal and would represent a negligible increase in regional demand. Construction energy use would not be adverse under NEPA. The MSF is now proposed to be powered by a rooftop photovoltaic and battery storage system. This would reduce energy derived from the LADWP electricity services. Energy needed to power the MSF is not expected to change due to the design changes. The number of TPSS stations is being reduced from 10 to nine stations and the voltage is increasing; however, this would not change the energy usage estimates. Energy usage for the propulsion systems was calculated based on the length of the LRT alignment. The alignment has not undergone any change; therefore, it would require the same amount of energy to power the LRT. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.14 Ecosystems and Biological Resources

The proposed design changes would not change the findings for biological resources discussed in Section 4.12, Ecosystems and Biological Resources, of the FEIS/EIR. As was stated in the FEIS/EIR, proposed mitigation measures MM-BIO-1 through MM-BIO-4 would reduce potential impacts on special-status bats, nesting birds, jurisdictional waters, or protected trees. Project operation would remain the same and no impact or effects on biological resources would be anticipated. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.15 Water Resources/Hydrology and Water Quality

The proposed design changes to the modified IOS would not change the findings regarding water resources as discussed in Section 4.13, Water Resources/Hydrology and Water Quality, of the FEIS/EIR. The IOS alignment has not changed. Sidewalk and driveway improvements could require additional drainage improvements and may change the grade. However, stormwater would continue to drain into the existing major storm drain line that runs through the Van Nuys Boulevard corridor and San Fernando Road corridor and crosses the Pacoima Wash Channel and Pacoima Wash Control Channel. The proposed design changes would not place structures that would impede or redirect flood flows as mapped on any flood hazard delineation map as discussed in the FEIS/EIR. The project would continue to comply with the statewide National Pollutant Discharge Elimination System. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.16 Safety and Security

The proposed design changes would not change the findings regarding safety and security as discussed in Section 4.14, Safety & Security, of the FEIS/EIR. The IOS alignment has not changed. The project is not located within an airport land use plan area or in the immediate vicinity of any airport or within a wildland fire area. The installation of left turn gates would increase safety along the corridor based on the traffic analysis conducted. However, the removal of mix-flow lanes would potentially adversely affect emergency response time and emergency response plans as emergency response vehicles may be required to take a more circuitous route. **Finding:** construction and operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.17 Parklands and Community Resources

The proposed design changes would not change the findings regarding parklands and community facilities as discussed in Section 4.15, Parklands and Community Facilities, of the FEIS/EIR. The IOS alignment has not changed. The IOS would require a TCE from the Albert Piantanida Intergenerational Center. Views of construction areas could be possible from parklands and community facilities; however, mitigation measures MM-VIS-1, MM-VIS-2, MM-VIS-3, MM-VIS-4, and MM-VIS-5 would be implemented to reduce visual impacts. Access to parklands and community facilities would be maintained during construction with implementation of a Traffic Management Plan, including traffic control measures and mitigation measures MM-TRA-1 and MM-TRA-2. **Finding:** with implementation of these measures, construction and operation of the project would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.18 Historic, Archaeological, and Paleontological Resources

4.18.1 Historic Resources

The IOS alignment has not changed; however, the proposed design changes resulted in an expansion of the APE and over 150 additional built environment resources that would traditionally require evaluation for the purposes of Section 106 compliance and CEQA. With approval from SHPO to use the same streamlined methodology used for the FEIS/EIR, 13 additional individual built-environment resources were evaluated and it was determined that they were not historic properties for the purposes of Section 106 or historical resources for the purposes of CEQA.

Due to their large size and limited potential for effects resulting from the undertaking, four previously identified large-scale resources are assumed eligible for the National Register of Historic Places (NRHP) as historic districts for the purposes of this undertaking only. Individual components of these districts were reviewed to assess whether they dated from the period of significance and possessed the physical integrity that would be necessary to contribute to the significance of the assumed NRHP-eligible districts. As such, the following are presumed to be historic properties and historical resources for the purposes of this undertaking only for compliance with Section 106 and CEQA:

1. Los Angeles Air Raid Sirens
 - a. Air Raid Siren #207
 - b. Air Raid Siren #104
2. Los Angeles County Drainage Area Project
 - a. Pacoima Diversion Channel Segment

3. Panorama City Historic District
4. San Fernando Valley Administrative Center
 - a. James C. Corman Federal Building (6230 Van Nuys Blvd)
 - b. Van Nuys Post Office (14441 W. Delano St)
 - c. Van Nuys State Office Building (6162 Van Nuys Blvd)

The findings for the expanded APE are preliminary, pending SHPO concurrence.

The following properties within the expanded APE were previously identified as being eligible for the NRHP and SHPO concurred on April 5, 2017. Therefore, they are historic properties and historical resources for the purposes of Section 106 and CEQA.

5. Panorama Movie Theater (9110 Van Nuys Boulevard)
6. Panorama City Bank of America (8324 Van Nuys Boulevard)
7. Great Western Savings Bank (8201 Van Nuys Boulevard)
8. Bank of America (6551 Van Nuys Boulevard)
9. Owl-Rexall Drug Co. (6353 Van Nuys Boulevard)

Because the identification and evaluation findings are still pending SHPO concurrence, the criteria of adverse effect have not yet been applied to the newly identified historic properties within the expanded APE or the previously identified historic properties for the proposed design changes. It is not yet known whether the proposed design changes would change the findings for built-environment resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR; however, based on initial analysis effects are not expected to be adverse and impacts are not expected to be significant under CEQA. There have been no changes to the proposed operation of the LRT, so no operational impacts are anticipated. This preliminary assessment of effects is based on the project design as of March 31, 2023, and is subject to change following more detailed analysis.

4.18.2 Archaeological Resources

The proposed design changes would not change the findings for archaeological resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR. The modified IOS would now include shallow excavations for the reconstruction of the existing sidewalk along Van Nuys Boulevard and the relocation of one TPSS which is located outside of the previous Area of Potential Effects (APE). All new areas proposed for ground disturbance are in existing urban development areas (e.g., including existing sidewalks, paved parking lots or other areas covered in asphalt). The development in these areas likely resulted in some disturbance to the native ground surface, either through grading, or excavation. No new impacts on existing archaeological resources are anticipated as a result of the revised APE. The FEIS/EIR included measures MM-AR-2 and MM-AR-3 would reduce potential impacts on any previously unidentified archaeological resources. Project operation would remain the same and no impact or effects on archaeological resources would be anticipated. **Finding:** with implementation of these measures, construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.18.3 Paleontological Resources

The proposed design changes would not change the findings for paleontological resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR. The modified IOS would now include shallow excavations for the reconstruction of the existing sidewalk along Van Nuys Boulevard. The FEIS/EIR included measures MM-PR-1 and MM-PR-2 to reduce potential impacts

on paleontological resources. Project operation would remain the same and no impact or effects on paleontological resources would be anticipated. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.19 Environmental Justice

The proposed design changes would not change the findings for environmental justice discussed in Section 4.17, Environmental Justice, of the FEIS/EIR. The IOS would continue to result in new transit opportunities, which would improve connectivity and transit equity. According to the FEIS/EIR, the project study area includes low-income and minority communities and the displacements associated with the IOS would result in disproportionately high and adverse impacts on minority and low-income communities. However, with implementation of proposed mitigation measures, the impacts would not be substantial. The number of full permanent acquisitions for the project is at 126 parcels, which includes 54 full parcel acquisitions, 72 partial acquisitions for permanent easements. There will be a need for 267 TCEs. The full acquisitions would be for the purposes of alignment, stations, the MSF site, and the TPSS. The number of partial permanent easements was increased from 17 to 82 properties for road widening. **Finding:** construction and operation of the IOS would result in no disproportionately high and adverse effects on environmental justice populations. This determination is consistent with the FEIS/EIR findings.

4.20 Growth-Inducing Impacts

The proposed design changes would not change the findings for growth inducement discussed in Section 4.18, Growth-Inducing Impacts, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would not likely induce growth because there is already a large pool of construction workers in Los Angeles County. In addition, the proposed improvements to the transit system and increases in transportation network efficiency and connectivity could be a catalyst for new development but this would not be anticipated to induce growth. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

5.0 Results and Conclusions

The LACMTA has evaluated the potential for new impacts or change in the level of impacts from the Design Changes, based on the analysis above, the design changes on the IOS for the East San Fernando Valley Transit Corridor Project, would result in environmental effects that would be different from those previously identified in the FEIS/EIR. Based on the results of the additional environmental analyses and with implementation of mitigation, LACMTA finds that the design changes would result in minor changes to impacts compared to those identified in the FEIS/EIR, NOD, and Statement of Overriding Considerations, but would not result in a change in the magnitude of impacts to the extent that would change impact determinations.

Mitigation measures included in the FEIS/EIR would be adequate to mitigate updated impacts, with the exception of noise and vibration impacts (see Section 5.10). Additional mitigation measures are included in Section 5.9 to mitigate additional noise and vibration impacts. Mitigation would be implemented consistent with the Mitigation Monitoring and Reporting Program. **Table 2** includes a summary of mitigation measures and impacts after mitigation for the IOS described in the FEIS/EIR and the updated IOS analyzed in this Addendum. **Appendix G** includes a summary of mitigation measures referenced in **Table 2**.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Table 2. Mitigation Comparison Table

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Transportation, Transit, Circulation, and Parking	Construction	MM-TRA-1 to 3	Significant (transit, traffic, bicycle facilities)	N/A	Significant (transit, traffic, bicycle facilities)
	Operation	MM-TRA-4 to 7	Significant (traffic, bicycle facilities)	N/A	Significant (traffic, bicycle facilities)
Land Use	Construction	MM-NOI-1a MM-VIB-1 MM-AQ-1 to 9	Less than Significant	N/A	Less than Significant
	Operation	MM-NOI-2a to 2b MM-NOI-3a to 3c	Significant (conflicts with general plan due to increased traffic congestion)	MM-NOI-3d	Significant (conflicts with general plan due to increased traffic congestion)
Real Estate and Acquisitions	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Economic and Fiscal Impacts	Construction	MM-TRA-1 to 3 MM-CN-1	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Communities and Neighborhoods	Construction	MM-TRA-1 to 3 MM-VIS-1 to 5 MM-AQ-1 to 9 MM-NOI-1a to 1d MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-1 to 23 MM-CN-1	Significant (removal of bike lanes, community impacts due to business displacements)	N/A	Significant (removal of bike lanes, community impacts due to business displacements)
	Operation	MM-TRA-4 to 7	Significant	MM-NOI-3d	Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
		MM-VIS-2 to 5 MM-NOI-2a to 2b MM-NOI-3a to 3c MM-VIB-2a to 2c MM-SS-12 to 23	(removal of bike lanes, business displacements, and visual impacts)		(removal of bike lanes, business displacements, and visual impacts)
Visual Quality and Aesthetics	Construction	MM-VIS-1	Significant	N/A	Significant
	Operation	MM-VIS-2 to 5	Significant	N/A	Significant
Air Quality	Construction	MM-AQ-1 to 9	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Greenhouse Gas Emissions	Construction	MM-AQ-1 to 3 MM-AQ-6	N/A	N/A	N/A
	Operation	MM-AQ-1 to 3 MM-AQ-6	Less than Significant /Beneficial	N/A	Less than Significant /Beneficial
Noise and Vibration	Construction	MM-NOI-1a to 1e MM-VIB-1	Significant (Noise Only)	N/A	Significant (Noise Only)
	Operation	MM-NOI-2a to 2b MM-NOI-3a to 3c MM-VIB-2a to 2c	Less than Significant	MM-NOI-3d	Less than Significant
Geology, Soils, and Seismicity	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	MM-GEO-1 MM-GEO-2	Less than Significant	N/A	Less than Significant
Hazardous Waste and Materials	Construction	MM-HAZ-1 to 6	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Energy	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Ecosystems/ Biological Resources	Construction	MM-BIO-1 to 4	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Water Resources/ Hydrology and Water Quality	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Safety and Security	Construction	MM-SS-1 to 11	Less than Significant	N/A	Less than Significant
	Operation	MM-SS-12 to 23	Significant	N/A	Significant
Parklands and Community Facilities	Construction	MM-TRA-1 to 2 MM-VIS-1 MM-AQ-1 to 8 MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-2 MM-SS-4 to 5	Less than Significant	N/A	Less than Significant
	Operation	N/A	Significant (emergency vehicle access, visual impacts)	N/A	Significant (emergency vehicle access, visual impacts)
Historic Resources	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Archaeological Resources	Construction	MM-AR-1 to 3	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Paleontological Resources	Construction	MM-PR-1 to 2	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Environmental Justice	Construction	MM-TRA-1 to 3 MM-VIS-1 to 5 MM-AQ-1 to 9 MM-NOI-1a to 1d MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-1 to 23	No Impact	N/A	No Impact
	Operation	MM-CN-1	No Impact	N/A	No Impact
Growth Inducing Impacts	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

Appendix A. Updated Project Alignment



Metro

Project Alignment
East San Fernando Valley Transit Corridor

Appendix B. Traffic Tables

Table 1. Comparison of Intersection Operations Between Original and Updated IOS - AM Peak Hour

#	Intersection	IOS (Original FEIS/EIR)		IOS (Updated)	
		All Vehicle Delay (s)	LOS	All Vehicle Delay (s)	LOS
8	Van Nuys at Sylvan	5.4	A	74.7	E
10	Van Nuys at Victory	29.3	C	182.9	F
14	Van Nuys at Kittridge	6.0	A	201.8	F
16	Van Nuys at Vanowen	>100	F	130.1	F
22	Van Nuys at Vose	23.2	C	98.9	F
25	Van Nuys at Sherman Way	54.4	D	146.5	F
27	Van Nuys at Valerio	16.0	B	44.2	D
29	Van Nuys at Saticoy	84.3	F	165.5	F
30	Van Nuys at Keswick	18.6	B	13.2	B
32	Van Nuys at Arminta	14.6	B	51.3	D
37	Van Nuys at Lanark	29.1	C	225.0	F
39	Van Nuys at Roscoe	53.7	D	299.2	F
40	Van Nuys at Panorama Mall Dwy	3.2	A	1.7	A
41	Van Nuys at Chase	37.0	D	55.1	E
42	Van Nuys at Parthenia St & Vesper Av	23.6	C	29.1	C
43	Van Nuys at Parthenia	9.2	A	5.0	A
48	Van Nuys at Nordhoff	>100	F	129.2	F
52	Van Nuys at Tupper	8.9	A	9.5	A
56	Van Nuys at Plummer	71.9	E	124.6	F
62	Van Nuys at Woodman	81.0	F	100.6	F
66	Van Nuys at Beachy	41.3	D	75.8	E
69	Van Nuys at Arleta	>100	F	150.2	F
73	Van Nuys at Bartee	-	-	25.6	C
81	Van Nuys at Laurel Canyon	>100	F	166.8	F
90	Van Nuys at Kewen	5.7	A	29.9	C
99	Van Nuys at San Fernando	>100	F	48.7	D

Source: Elite Transportation Group, Inc. 2022

Table 2. Comparison of Intersection Operations Between Original and Updated IOS - PM Peak Hour

#	Intersection	IOS (Original FEIS/EIR)		IOS (Updated)	
		All Vehicle Delay (s)	LOS	All Vehicle Delay (s)	LOS
8	Van Nuys at Sylvan	6.7	A	22.0	C
10	Van Nuys at Victory	24.9	C	164.1	F
14	Van Nuys at Kittridge	8.6	A	141.1	F
16	Van Nuys at Vanowen	>100	F	114.2	F
22	Van Nuys at Vose	47.1	D	53.6	D
25	Van Nuys at Sherman Way	>100	F	178.5	F
27	Van Nuys at Valerio	23.5	C	77.4	E
29	Van Nuys at Saticoy	>100	F	236.5	F
30	Van Nuys at Keswick	29.5	C	25.8	C
32	Van Nuys at Arminta	24.9	C	133.4	F
37	Van Nuys at Lanark	33.8	C	152.5	F
39	Van Nuys at Roscoe	56.0	E	147.1	F
40	Van Nuys at Panorama Mall Dwy	14.0	B	6.5	A
41	Van Nuys at Chase	68.8	E	95.7	F
42	Van Nuys at Parthenia St & Vesper Ave	84.8	F	35.9	D
43	Van Nuys at Parthenia	25.1	C	10.1	B
48	Van Nuys at Nordhoff	>100	F	142.6	F
52	Van Nuys at Tupper	5.0	A	6.9	A
56	Van Nuys at Plummer	>100	F	122.3	F
62	Van Nuys at Woodman	>100	F	97.3	F
66	Van Nuys at Beachy	19.8	B	32.6	C
69	Van Nuys at Arleta	>100	F	90.1	F
73	Van Nuys at Bartee	-	-	21.9	C
81	Van Nuys at Laurel Canyon	>100	F	176.4	F
90	Van Nuys at Kewen	7.5	A	26.3	C
99	Van Nuys at San Fernando	>100	F	68.3	E

Source: Elite Transportation Group, Inc. 2022

Table 3. Vehicle Travel Time Summary for 2040 Build Alternatives - AM Peak Hour

Travel Time Corridor	Segment	Direction	IOS		Alternative 1		Alternative 2	
			Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)
NB Van Nuys	Orange Line to Victory	NB	106	13.9	109	13.5	106	13.9
NB Van Nuys	Victory to Vanowen	NB	175	10.3	133	13.5	131	13.7
NB Van Nuys	Vanowen to Sherman Way	NB	151	12.0	130	13.8	129	14.0
NB Van Nuys	Sherman Way to Roscoe	NB	572	8.9	554	9.2	520	9.8
NB Van Nuys	Roscoe to Nordhoff	NB	245	14.4	229	15.4	228	15.4
NB Van Nuys	Nordhoff to Woodman	NB	192	16.0	199	15.5	194	16.0
NB Van Nuys	Woodman to Laurel Canyon	NB	659	6.7	562	7.9	562	7.9
NB Van Nuys	Laurel Canyon to San Fernando	NB	193	14.4	196	14.2	196	14.1
SB Van Nuys	San Fernando to Laurel Canyon	SB	150	18.5	158	17.5	157	17.6
SB Van Nuys	Laurel Canyon to Woodman	SB	243	18.2	498	8.9	498	8.9
SB Van Nuys	Woodman to Nordhoff	SB	361	8.5	371	8.3	379	8.2
SB Van Nuys	Nordhoff to Roscoe	SB	202	17.5	182	19.4	182	19.4
SB Van Nuys	Roscoe to Sherman Way	SB	815	6.2	833	6.1	773	6.6
SB Van Nuys	Sherman Way to Vanowen	SB	388	4.6	370	4.9	343	5.2
SB Van Nuys	Vanowen to Victory	SB	551	3.3	551	3.3	549	3.3
SB Van Nuys	Victory to Orange Line	SB	162	9.1	154	9.6	162	9.1
NB Van Nuys	Orange Line to San Fernando (minutes)	NB	38.2		35.2		34.4	
SB Van Nuys	San Fernando to Orange Line (minutes)	SB	47.9		51.9		50.7	

Source: Elite Transportation Group, Inc. 2022

Table 4. Vehicle Travel Time Summary for 2040 Build Alternatives - PM Peak Hour

Travel Time Corridor	Segment	Direction	IOS		Alternative 1		Alternative 2	
			Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)
NB Van Nuys	Orange Line to Victory	NB	230	6.4	230	6.4	230	6.4
NB Van Nuys	Victory to Vanowen	NB	316	5.7	305	5.9	277	6.5
NB Van Nuys	Vanowen to Sherman Way	NB	287	6.3	284	6.3	126	14.2
NB Van Nuys	Sherman Way to Roscoe	NB	737	6.9	599	8.5	753	6.7
NB Van Nuys	Roscoe to Nordhoff	NB	286	12.3	291	12.1	292	12.1
NB Van Nuys	Nordhoff to Woodman	NB	175	17.5	160	19.4	179	17.3
NB Van Nuys	Woodman to Laurel Canyon	NB	512	8.6	404	10.9	446	9.9
NB Van Nuys	Laurel Canyon to San Fernando	NB	278	10.0	278	10.0	278	10.0
SB Van Nuys	San Fernando to Laurel Canyon	SB	181	15.3	158	17.5	155	17.9
SB Van Nuys	Laurel Canyon to Woodman	SB	230	19.3	481	9.2	470	9.4
SB Van Nuys	Woodman to Nordhoff	SB	317	9.7	285	10.9	304	10.2
SB Van Nuys	Nordhoff to Roscoe	SB	201	17.5	192	18.4	191	18.5
SB Van Nuys	Roscoe to Sherman Way	SB	968	5.2	849	6.0	745	6.8
SB Van Nuys	Sherman Way to Vanowen	SB	281	6.4	216	8.3	435	4.1
SB Van Nuys	Vanowen to Victory	SB	219	8.2	228	7.9	222	8.1
SB Van Nuys	Victory to Orange Line	SB	62	23.7	62	23.7	62	23.7
NB Van Nuys	Orange Line to San Fernando (minutes)	NB	47.0		42.5		43.0	
SB Van Nuys	San Fernando to Orange Line (minutes)	SB	41.0		41.2		43.1	

Source: Elite Transportation Group, Inc. 2022

Appendix C. IOS Right of Way Updates and Impacts Table

Table 1. Right-of-Way Impacts Comparison Table APN	Address	Previous Impact or Acquisitions Type	Previous Intended Use	New Impact or Acquisitions Type	New Intended Use	Existing Use
Note: This table compares the Real Estate Impacts and Acquisitions for the IOS and MSF listed in Tables 4.2-3 and 4.2-4 of the FEIR with the Real Estate Acquisitions table prepared by LACMTA in June 2022.						
2210-010-022	8201 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Furniture Store
2210-010-039	14500 Roscoe Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Office Building
2210-011-029	8155 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2210-011-033	8111 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Storage Building
2210-011-902	8121 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Building
2210-018-900	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-901	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-902	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-903	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-904	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-905	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-906	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-907	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition	New Intended Use	Existing Use

2210-018-909	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-910	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-019-003	7957 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Light Industrial
2210-019-004	7963 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Storage Building
2210-019-015	7945 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2210-018-908	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-022-011	7855 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2210-022-014	7915 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2210-022-040	7927 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Storage Building & Parking Lot
2210-022-056	7927 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Storage Building & Parking Lot
2210-022-059	7905 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2210-022-060	7869 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Gym
2210-025-005	14635 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-007	14646 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Recycling Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2210-025-008	14660 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-009	14663 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-010	14704 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building

2210-025-013	14766 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-015	14737 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-016	14743 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-017	14751 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial
2210-025-018	14747 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial
2210-025-019	14757 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-034	14663 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-025-035	14645 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-036	14731 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-044	14718 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-045	14742 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2210-025-048	14746 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-049	14745 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-007	14523 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-008	14533 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building

2210-030-009	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-010	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-011	14545 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-013	14555 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-014	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-016	14605 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-017	14626 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Adult Entertainment
2210-030-018	14606 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-019	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-024	14617 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-027	14529 Keswick St	<i>Partial</i>	<i>Road Widening</i>	Full	TCB/ Alignment	Industrial Building- Marble and Granite Sales

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2210-030-028	14556 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-029	14546 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Primarily a bus parking lot with small office bldg.
2210-030-030	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-031	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-031-001	7627 Van Nuys Blvd	<i>Full</i>	<i>Guideway/ TPSS 4A</i>	Construction	TCE	Auto repair facility
2210-031-003	7605 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Construction	TCE	Auto repair facility

2210-031-010	7649 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carl's Jr. - Fast Food Restaurant
2210-031-011	7649 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carl's Jr. - Fast Food Restaurant
2210-031-012	7639 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>		<i>None Proposed</i>
2210-031-033	7621 Van Nuys Blvd	Full	Guideway/ TPSS Site	<i>None Proposed</i>	<i>None Proposed</i>	<i>Automotive uses</i>
2210-031-034	7627 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2212-001-014	8000 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Shopping Center
2212-002-018	8030 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2212-002-019	8050 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2212-003-015	8126 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2212-003-016	8100 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair Facility
2212-003-017	8146 Van Nuys Blvd	Partial	TPSS 8A Site	Construction	TCE	Store Building
2212-028-018	7888 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-019	7940 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-020	7940 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-021	7930 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	In-N-Out
2212-028-033	7864 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2212-028-035	7858 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	7 Eleven Service Station
2215-001-007	7554 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	PPG Paints
2215-001-008	7530 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carwash

2215-001-910	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/TCB	Maintenance Yard
2215-001-912	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Vacant Land
2215-026-002	7444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2215-026-048	7400 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office/Retail Strip Center
2215-028-012	7600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	U Haul Rental Facility
2215-028-014	7600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	U Haul Rental Facility
2215-028-018	7650 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Building/ Delta Nine Collective/ <u>Acu Therapy</u>
2215-028-020	7622 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2215-028-023	7638 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant Building
2217-002-026	7300 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-037	7344 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-038	7330 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-039	7310 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-003-016	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-026	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center

2217-003-043	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2217-003-044	7204 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2217-003-045	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-046	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-056	7242 and 7254 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Big Five Sporting Goods and Vacant Land
2217-003-057	7242 and 7254 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Big Five Sporting Goods and Vacant Land
2217-007-017	7054 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Building/Banquet Hall
2217-007-032	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-039	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-040	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-047	7006 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2217-007-050	7012 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2217-007-051	7028 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building
2217-007-052	7104 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building

2217-007-053	7148-7160 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2217-007-054	7148-7160 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-009-006	6900 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	<u>Self Storage</u>
2217-009-011	6842 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2217-009-016	6834 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Ground Floor Retail/Multi Family
2217-009-022	6850 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2217-009-024	6952 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2217-009-033	6800 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Wells Fargo Bank
2217-009-034	6856 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	McCalla Company Janitorial Supply
2217-009-801	6920 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/ Transformer	Pacific Bell Office
2217-009-902	6946 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Housing Authority-Office Building
2218-003-901	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-903	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-904	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2218-003-905	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-906	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-907	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-908	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-909	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	office
2218-004-014	7401 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2218-004-015	7401 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2218-004-016	7425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/TCB	Retail Commercial Strip Center
2218-017-001	7357 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial/ Restaurant
2218-017-002	7357 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial/ Restaurant
2218-017-023	7349 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Building
2218-017-026	7335 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/ Office Building
2218-024-009	14503 Sherman Way	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Commercial Strip Center
2218-024-013	7227 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Commercial Strip Center

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2218-024-014	7249 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Restaurant Building
2218-024-015	7221 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Retail Commercial Strip Center
2219-008-007	7115 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Chios Restaurant
2219-008-008	7155 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Walgreens
2219-008-011	7131 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Sizzler
2219-009-025	7045 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	McDonald's- Fast Food Restaurant
2219-010-006	No Address	<i>Full</i>	<i>TPSS 3A Site</i>	Full	TCB	Development Site
2219-010-018	7021 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive uses
2219-010-019	7017 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	office
2219-010-022	7009 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Earl Scheib Paint and Body
2219-025-004	6823 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Used Car Lot
2219-025-024	6833 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Starbucks
2219-025-025	6811 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2219-025-034	14526 Hartland St	<i>Full</i>	<i>Vanowen Station Elec Box</i>	None Proposed	None Proposed	vacant

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2219-026-009	6945 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment Building
2219-026-025	6859-6901 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Maaco Paint and Body
2219-026-027	6853 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Three Unit Retail Commercial Building
2219-026-036	6961 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2219-026-045	6847 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Jack in the Box
2219-026-051	6911 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Chayka Truck Driving School
2219-026-063	6859-6901 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Maaco Paint and Body
2219-026-066	6931 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building with Ground Floor Retail
2236-009-001	6755 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	99c Only Store
2236-009-005	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Private Rodway
2236-011-004	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Clinic
2236-023-001	6429 Van Nuys Blvd	<i>Full</i>	<i>TPSS 2A Site</i>	Full	TPSS	Restaurant
2237-001-005	6728 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2237-001-008	6710 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2237-001-009	6700 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	California Healthcare
2237-001-018	6640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2237-001-020	6600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building
2237-013-017	6558 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2237-014-001	6530 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Firestone Tire - Automotive Service Center
2237-023-001	6472 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2237-023-019	6454 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Valley Professional Building
2240-005-910	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Van Nuys State Office Building
2240-006-001	6110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Dealership
2240-006-010	6110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Dealership
2241-004-007	6453 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Commercial Building
2617-002-032	13967 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2241-013-001	6231 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2241-020-001	6177 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Commercial Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2241-020-028	6171 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2241-021-018	6103 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Auto Dealership
2241-026-903	No Address	<i>LACMTA Owned</i>	<i>TPSS 1A</i>	None Proposed	None Proposed	Orange Line Route & Bike Path
2241-027-003	6073 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS Site 1	7-11, 6 Day Medical Weight Loss Clinic, automotive repair facility, double faced illuminated urban rotate outdoor advertising sign
2241-027-006	6059 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Automotive Dealership and Vacant Land
2617-001-037	14001 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales Lot
2617-001-038	14001 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales Lot

2617-001-039	14011 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2617-001-040	14011 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2617-001-041	14021 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE/Road Widening	Auto Repair
2617-002-031	13961 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2617-002-033	13973 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2617-002-034	13977 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2617-003-054	13943 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2617-003-055	13947 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2617-003-067	13931 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2618-019-012	13821 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2618-020-003	10390 Remick Ave	<i>Partial</i>	<i>TPSS 9A Site</i>	Construction	TCE	Church/School (Mary Immaculate)
2618-020-006	13771 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2618-020-014	13757 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2618-020-015	13757 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2618-020-019	13741 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2618-020-026	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-033	10403 Laurel Canyon Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2618-020-034	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-036	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-037	10390 Remick Ave	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church/ School (Mary Immaculate)
2618-023-001	13629 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2618-023-002	13643 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-023-005	13657 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Financial Building
2618-023-021	13627 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2618-023-022	13613 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-024-004	13679 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot
2618-024-007	13687 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Misc. Commercial Services
2618-024-019	13719 and 13721 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Bldg. and Office
2618-024-020	13719 and 13721 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Bldg. and Office
2618-024-021	13701 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2618-024-030	13663 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-024-033	10402 Laurel Canyon Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2619-017-001	10801 San Fernando Road	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-002	10823 San Fernando Road	<i>Full</i>	<i>Guideway</i>	None Proposed	None Proposed	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-004	13273 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-007	13283 Van Nuys Blvd	<i>Partial</i>	<i>Guideway</i>	Full	TPSS	Retail/Veterinarian
2619-017-008	13287 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS	Retail/Restaurant
2619-017-009	13291 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS	El Paseo Restaurant and Nightclub
2619-017-010	13301 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Construction	TCE	Mixed-use commercial and 2nd floor

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
Residential						
2619-017-011	13303 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>Commercial</i>
2619-017-012	13309 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>Vetrinarian/Hospital</i>
2619-017-022	13326 Pinney St	Full	Guideway/Alignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking
2619-017-023	13322 Pinney St	Full	Guideway/Alignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking
2619-017-024	13320 Pinney St	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two

						SFRs, <u>ancilliary</u> parking
2619-017-025	13320 Pinney St	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking
2619-017-026	No Address	Full	Guideway/Al ignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking
2619-017-030	13277 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2619-017-031	13281 Van Nuys Blvd	Partial	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>retail</i>
2619-017-035	No Address	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store
bldgs., church, two SFRs, <u>ancilliary</u> parking						
2619-017-036	13313 Van Nuys Blvd	Full	Guideway/ TPSS 10A Site	<i>None Proposed</i>	<i>None Proposed</i>	<i>retail</i>
2619-017-037	No Address	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary</u> parking

2619-018-015	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-024	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-025	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-027	13355 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use Commercial
2619-025-002	13441 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2619-025-003	13449 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Carwash
2619-025-004	13451 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Quadruplex
2619-025-005	13473 and 13477 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building & Parking Lot
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2619-025-006	13473 and 13477 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building & Parking Lot
2619-025-017	13433 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2619-025-900	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Vacant Land
2619-026-006	13563 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Medical Building
2619-026-011	13527 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2619-026-012	13525 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses

2619-026-029	13557 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Stores and Offices
2619-026-030	13535 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2619-026-900	13507 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Office Building
2620-002-024	13272 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Commercial/ Retail Building
2620-002-030	10763 San Fernando Rd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-Use Commercial
2620-002-033	13274 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Strip Center
2620-003-900	13300 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Pacoima District Health Center
2620-006-003	13360 and 13368 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use commercial
APN Address Previous Acquisition Type Previous Intended Use New Impact/ Acquisition Type New Intended Use Existing Use						
2620-006-004	13360 and 13368 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-Use Commercial
2620-006-025	13352 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use Commercial
2620-007-001	13404 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Liquor Store/Market
2620-007-002	13408 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building
2620-007-003	13412 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building

2620-007-004	13416 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building
2620-010-023	13432- 13436 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2620-010-024	13444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant and Vacant Land
2620-010-025	13444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant and Vacant Land
2620-010-026	13456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store and Offices
2620-010-027	13432- 13436 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2620-011-003	13472 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	Previous Acquisition Type	Previous Intended Use	New Impact/ Acquisition Type	New Intended Use	Existing Use
2620-011-004	13476 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multiple Uses
2620-011-900	13460 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Office Building
2620-015-002	13556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2620-015-003	13564 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2620-015-029	13570 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2636-038-016	8353 Van Nuys Blvd	Partial	Road Widening	<i>None Proposed</i>		<i>None Proposed</i>
2638-001-046	8500 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2638-001-059	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2638-022-044	14441 Roscoe Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Lot
2638-022-061	8340 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Transformer	Parking Lot
2638-038-002	8333 Van Nuys Blvd	Partial	Road Widening	Partial	TCE/Road Widening	Walmart
2638-038-016	8353 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Panorama City Shopping Center (mall)
2638-038-017	14525 Roscoe Blvd	Partial	Road Widening	Partial	TCE/Road Widening	El Gallo Giro Restaurant / Check Cashing
2638-039-010	8501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2638-039-011	14608 Parthenia St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2639-001-017	8802 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Religious
2639-001-021	8780 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office
2639-001-022	8770 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2639-001-023	8760 Van Nuys Blvd	<i>Full</i>	<i>TPSS 6A Site</i>	None Proposed	None Proposed	Automotive Uses
2639-001-024	No Address	<i>Full</i>	<i>TPSS 6A Site</i>	None Proposed	None Proposed	Vacant
2639-001-026	8790 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2639-007-021	14555 Osborne St	<i>Partial</i>	<i>Crossover Control Box</i>	None Proposed	None Proposed	Retirement home
2639-007-024	14526 Nordhoff St	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-011	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-012	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-025	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-056	9140 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office, med clinic
2639-008-134	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2639-008-135	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2644-001-901	14210 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vacant Land
2644-002-904	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Vacant Land
2644-024-025	9700 Woodman Ave	<i>Partial</i>	<i>Road Widening</i>	Partial	TCE/Road Widening	Shopping Center
2644-024-027	9714 Woodman Ave	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2644-024-901	14400 Van Nuys Blvd	<i>Partial</i>	<i>Road Widening</i>	Partial	TCE/Road Widening	DMV Office
2644-025-006	9618 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-014	9510 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Family
2644-025-015	9502 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2644-025-019	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-020	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-021	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-022	14540 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2644-025-033	9608 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Stores and Offices
2644-025-142	14500 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Condominium Complex
2644-025-191	9600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2644-025-254	9628 and 9640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-255	9628 and 9640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-901	9540 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Park
2644-030-011	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-015	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-016	9462 Van Nuys Blvd	<i>Full</i>	<i>TPSS 7A Site</i>	Full	TPSS	Office
2644-030-078	14540 Plummer St	<i>Full</i>	<i>TPSS 7A Site</i>	Full	TPSS	SFR
2644-030-079	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-086	9404 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Family

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2645-001-027	13920 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2645-002-003	13952 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening/ Transformer	Store Building
2645-002-022	13934 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Supermarket
2645-012-002	13968 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-003	13972 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-026	13978 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-027	13982 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-013-002	14006 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2645-013-004	14018 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2645-013-024	14018 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2645-014-001	14034 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Sales
2645-014-002	14036-14040 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building & Residence
2645-014-003	14036-14040 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building & Residence
2645-014-023	14066 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Condominium Complex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2645-014-047	14060 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Apartment
2645-021-001	14150 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2645-021-002	14140 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-003	14132 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-006	14120 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-018	14104 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2646-001-047	13812 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2646-001-050	13736 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-001-055	13764 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Carwash
2646-001-058	13752 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Warehouse
2646-001-061	13770 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-002-029	13801 Hoyt St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominiu m Complex
2646-004-019	13720 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-005-006	13684 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2646-005-024	13660 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2646-006-024	13648 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-006-025	13630 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2646-007-021	13632 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2646-007-022	13606 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2646-007-023	13618 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2647-017-009	14035 Van Nuys Blvd	<i>Partial</i>	<i>Arleta Station Elec Box</i>	None Proposed	None Proposed	retail
2647-017-011	14035 Van Nuys Blvd	<i>Partial</i>	<i>Arleta Station Elec Box</i>	None Proposed	None Proposed	restaurant
2647-017-013	14055 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2647-017-015	10137 Arleta Ave	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2647-018-902	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vacant Lot
2647-019-025	14125 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-019-026	14115 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-019-027	14101 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church

APN	Address	Previous Acquisition Type	Previous Intended Use	New Impact/ Acquisition Type	New Intended Use	Existing Use
2647-022-011	14175 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	SFR
2647-022-012	14201 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	SFR
2647-022-013	14211 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	SFR
2647-022-014	14219 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	SFR
2647-022-015	14229 Van Nuys Blvd	Full	TPSS 8A Site	Full	TPSS	SFR
2647-022-020	14163 Van Nuys Blvd	None Proposed	None Proposed	Partial	TCE/Road Widening	Church
2647-022-021	14237 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	SFR
2647-023-902	No Address	None Proposed	None Proposed	Construction	TCE	Vacant Lot
2647-028-015	14423 Van Nuys Blvd	Partial	Road Widening	Construction	TCE	Shopping Center
2647-028-101	14419 Van Nuys Blvd	Partial	Road Widening	Construction	TCE	Shopping Center
2647-028-103	9750 Woodman Ave	Partial	Road Widening	Partial	TCE/Road Widening	Shopping Center
2647-028-BRK	14333 Van Nuys Blvd	Partial	Road Widening	None Proposed		None Proposed
2647-030-016	14555 Van Nuys Blvd	None Proposed	None Proposed	Partial	TCE/Road Widening	Store Building
2647-030-109	9800 Vesper Ave	None Proposed	None Proposed	Partial	TCE/Road Widening	Condominium Complex
2650-021-001	9541 Van Nuys Blvd	None Proposed	None Proposed	Construction	TCE	Hospital

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2650-021-002	9561 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2650-021-003	9635 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	<u>Self Storage</u>
2650-021-009	9603 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2650-025-037	9501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail
2650-026-023	14602 Plummer St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2650-028-027	14602 Vincennes St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-015	9147 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-025	9213 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-026	9237 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-055	9107 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	McDonald's
2651-010-061	9059 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Retail
2651-010-062	9051 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Office
2651-010-064	9075 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Retail
2653-001-003	8849 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Acquisition Type	New Intended Use	Existing Use
2653-001-004	8843 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-005	8837 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-006	8831 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-007	8827 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-008	8821 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-009	8815 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-033	8781 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Clinics
2653-001-035	8803 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-002-006	8747 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office
2653-002-008	8737 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Offices
2653-002-030	8751 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2653-002-034	8701 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vehicle Sales
2653-002-035	8719 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2653-002-036	8717 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail
2653-002-038	8761 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Dental Office
2653-002-062	8771 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Offices
2653-002-064	8727 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE/Road Widening	Offices
N/A	N/A (alley between Pinney St and Van Nuys Blvd)	N/A	Closure of Public Right-of-Way (ROW)	<i>None Proposed</i>		<i>None Proposed</i>

Appendix D. Air Quality and Greenhouse Gas Tables

Table 1: Regional Criteria Pollutant Emissions for IOS Operations with Design Changes (2040)

Source	Daily Emissions in Pounds per Day				
	ROG	CO	NOx	PM10	PM2.5
Traffic Emissions					
IOS (FEIS/EIR)	24.1	314.1	154.2	17.3	5.3
Design Change	25.4	331.0	162.8	17.2	5.3
Net Emissions	1.3	16.9	8.6	-0.1	0.0
SCAQMD Thresholds	55	550	55	150	55
Exceed Thresholds	No	No	No	No	No

Source: Terry A. Hayes Associates

Table 2: IOS Regional Criteria Pollutant Emissions for Operations in FEIS/EIR (2040)

Source	Daily Emissions in Pounds per Day				
	ROG	CO	NOx	PM10	PM2.5
Maintenance Facility	2	<1	<1	<1	<1
Vehicle Propulsion	1	7	8	1	1
Traffic Emissions					
No Build	53,827	648,715	174,018	130,420	35,736
IOS	53,619	648,222	173,693	130,413	35,734
FEIS/EIR Net Emissions	(205)	(486)	(317)	(6)	(1)
Design Change	1.3	16.9	8.6	-0.1	0.0
DC Net Total	(203)	(469)	(308)	(6)	(1)
SCAQMD Thresholds	55	550	55	150	55
Exceed Thresholds	No	No	No	No	No

Source: Terry A. Hayes Associates, 2022

Table 3: MSAT Emissions (2040)

FEIS/EIR IOS Regional Analysis						
Pollutant Name	IOS (lbs./day)	Design Change (lbs./day)	Net Change (lbs./day)	IOS (lbs./day)	No Build Alternative	Net Change (lbs./day)
1,3-Butadiene	0.157	0.165	+0.009	152	152	(<1)
Acetaldehyde	0.557	0.591	+0.034	370	371	(<1)
Acrolein	0.033	0.035	+0.002	33	33	(<1)
Benzene	0.744	0.785	+0.041	1,009	1,012	3
DPM	0.228	0.241	+0.013	904	903	1
Ethylbenzene	0.294	0.310	+0.016	807	810	(3)
Formaldehyde	1.341	1.421	+0.080	966	967	(1)
Naphthalene	0.029	0.030	+0.002	74	75	(<1)
POM	0.027	0.028	+0.002	24	24	(<1)
DEOG	5.871	6.241	+0.370	3,319	3,323	(4)

Source: Terry A. Hayes Associates, 2022

Table 1: IOS Annual GHG Emissions (2040)

Emissions Source	IOS Design Change (MTCO_{2e})	IOS as Assessed in the FEIS/EIR (MTCO_{2e})
Net Regional On-Road Vehicle Travel	(20,751)	(20,751)
Net IOS Corridor Peak Hour Traffic	1,066	-
MSF Operations	1,066	1,416
LRT Propulsion & Station Operations	9,397	9,397
30-Year Amortized Construction	140	140
2040 Net Total Annual Emissions (Relative to 2040 No Build Alternative)	(9,082)	(9,797)
Percent Change from 2040 Baseline	(0.0177%)	(0.019%)

Source: Terry A. Hayes Associates, 2022

Appendix E. Noise Tables

Table 1: TPSS Noise Assessment Results

TPSS Site #	Closest Receiver Cluster ID	Distance, TPSS to Cluster (ft)	Existing Noise (L_{dn} in dBA) ¹	TPSS Noise (L_{dn} in dBA) ¹	Total Future Noise (L_{dn} in dBA) ²	Noise Increase (dB) ³	FTA Moderate/Severe Noise Impact?
3	NB-4a ⁴	190	55	52	57	2	None
4	NB-7	574	53	42	54	1	None
5	SB-7a	34	55	67	67	12	Severe
8	NB-30	249	55	49	56	1	None
9	SB-39	41	54	65	65	11	Severe

Notes: L_{dn} = 24-hour day-night level; dBA = A-weighted decibel, referenced to 20 μ Pa

¹ Noise levels for land use category 2 (residential) are based on L_{dn} and measured in dBA.

² Predicted total future noise levels represent the total future predicted noise levels with the project.

³ Total future noise level minus existing noise level.

⁴ Cluster NB-4a is the townhome development at 7201 Lennox Avenue. These residences were not included in the FEIS/EIR assessment because they are located beyond the screening distances for light-rail.

Source: Cross-Spectrum Acoustics, 2022

Table 2: New and Relocated Crossover Locations and Nearby Receivers

Type	Approx. Civil Station #	Location Description	Nearby Receiver Cluster ID
Double crossover	108+50	Between Calvert Street and Delano Street	none
Single crossover	130+50	South of Hamlin Street	SB-B
Single crossover	133+50	North of Hamlin Street	
Single crossover	162+50	South of Hart Street	NB-C, NB-3a, SB-2, SB-3, SB-4
Single crossover	164+50	North of Hart Street	
Double crossover	199+00	Covello Street	NB-6
Yard lead turnout	209+00	South of Keswick Street	none
Yard lead turnout	212+00	North of Keswick Street	
Single crossover	243+50	South of Titus Street	NB-E, NB-8, NB-9
Single crossover	245+50	North of Titus Street	
Single crossover	281+50	North of Parthenia Street / South of Rayen Street	SB-F, SB-6, SB-7a, SB-7B, NB-10a, NB-10b, NB-10c, NB-11a, NB-11b
Single crossover	285+00	North of Parthenia Street / South of Rayen Street	
Single crossover	321+00	North of Vincennes Street	NB-15, NB-15b, SB-13, SB-14, SB-15, SB-16, SB-17
Single crossover	324+50	Gledhill Street	
Single crossover	365+00	North of Canterbury Avenue / South of Beachy Avenue	NB-19, NB-20, NB-I, SB-21, SB-22, SB-23
Single crossover	368+00	North of Canterbury Avenue / South of Beachy Avenue	

Type	Approx. Civil Station #	Location Description	Nearby Receiver Cluster ID
Double crossover	406+50	North of Remick Avenue	NB-29, NB-30, SB-34
Single crossover	440+50	North of Telfair Avenue	NB-38, NB-39, NB-40, SB-37c, SB-38a, SB-38b
Double crossover	440+50	North of Telfair Avenue/South of Tamarack Avenue	

Source: Cross-Spectrum Acoustics, 2022

Table 3: New and Relocated Crossover Noise Assessment Results

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
Hamlin St.	SB-B	School	71 ³	69 ³	70 ³	75 ³	-	--
Hart St.	NB-C	Church	68 ³	68 ³	68 ³	73 ³	Moderate	65
Hart St.	NB-3a	MFR	66	65	62	67	Moderate	62
Hart St.	SB-2	SFR	56	63	56	61	Severe	60
Hart St.	SB-3	MFR	59	66	57	63	Severe	63
Hart St.	SB-4	MFR	55	64	55	61	Severe	61
Keswick St.	SB-5b	MFR	69	72	64	69	Severe	69
Covello St.	NB-6	SFR	55	62	55	61	Severe	59
Titus St.	NB-E	School	73 ³	68 ³	70 ³	77 ³	--	65 ³
Titus St.	NB-8	SFR	53	61	55	61	Severe	58
Titus St.	NB-9	SFR	53	61	55	61	Severe	58
Parthenia St.	NB-10a	MFR	66	71	62	67	Severe	65
Parthenia St.	NB-10b	MFR	66	72	62	67	Severe	66
Parthenia St.	NB-10c	MFR	66	72	62	67	Severe	66
Parthenia St.	NB-11a	SFR	54	62	55	61	Severe	56
Parthenia St.	NB-11b	SFR	55	62	55	61	Severe	56
Parthenia	SB-6	MFR	67	72	62	68	Severe	66

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
St.								
Parthenia St.	SB-7a	MFR	55	61	55	61	Severe	55
Parthenia St.	SB-7b	MFR	55	61	55	61	Severe	55
Parthenia St.	SB-F	Church	69 ³	69 ³	69 ³	74	Moderate	63 ³
Gledhill St.	NB-15	MFR	67	72	62	67	Severe	66
Gledhill St.	NB-15b	MFR	57	65	56	62	Severe	59
Gledhill St.	SB-13	MFR	67	72	62	67	Severe	66
Gledhill St.	SB-14	MFR	68	72	63	68	Severe	66
Gledhill St.	SB-15	MFR	68	73	63	68	Severe	67
Gledhill St.	SB-16	MFR	55	62	55	61	Severe	56
Gledhill St.	SB-17	MFR	57	64	56	62	Severe	58
Beachy Ave.	NB-I	School	70 ³	67 ³	69 ³	75 ³	--	61
Beachy Ave.	NB-19	SFR	65	71	61	66	Severe	65
Beachy Ave.	NB-20	SFR	55	62	55	61	Severe	56
Beachy Ave.	SB-21	MFR	66	72	62	67	Severe	66
Beachy Ave.	SB-22	SFR	66	71	61	67	Severe	65
Beachy Ave.	SB-23	SFR	52	59	54	60	Moderate	53
Remick Ave.	NB-29	MFR	69	72	64	69	Severe	69
Remick	NB-30	SFR	55	61	55	61	Severe	58

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
Ave.								
Remick Ave.	SB-34	SFR	53	60	55	61	Moderate	57
Telfair Ave.	NB-38	SFR	55	61	55	61	Severe	58
Telfair Ave.	NB-39	SFR	55	63	55	61	Severe	60
Telfair Ave.	NB-40	MFR	58	64	57	62	Severe	61
Telfair Ave.	SB-37c	SFR	55	64	55	61	Severe	61
Telfair Ave.	SB-38a	SFR	55	62	55	61	Severe	59
Telfair Ave.	SB-38b	SFR	54	76 ⁴	55	61	Severe	57

Notes: L_{dn} = 24-hour day-night level; L_{eq} = hourly equivalent sound level; dBA = A-weighted decibel, referenced to 20 μ Pa; MFR = multi-family residence; SFR = single-family residence

¹ Noise levels for land use category 2 (residential) are based on L_{dn} and measured in dBA. Noise levels for land use category 3 (institutional) are based on hourly L_{eq} and measured in dBA.

² Predicted total future noise levels represent the total future predicted noise levels with the project.

³ Category 3, institutional land use noise levels are hourly L_{eq} and measured in dBA.

⁴ Crossovers at Parthenia, Gledhill or Beachy assume mitigation measure MM-Vib-2b and all other crossover locations with impact assume mitigation measure MM-Vib-2c.

Source: Cross-Spectrum Acoustics, 2022

Table 4: New and Relocated Crossover Vibration Assessment Results

Crossover Location	Cluster ID	Cluster Description	Predicted L_v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Hamlin St.	SB-B	School	79	40	78	Yes	1
Hart St.	NB-C	Church	75	40	78	-	-
Hart St.	NB-3a	MFR	58	40	72	-	-
Hart St.	SB-2	SFR	62	40	72	-	-
Hart St.	SB-3	MFR	53	40	72	-	-
Hart St.	SB-4	MFR	56	40	72	-	-
Keswick St.	SB-5b	MFR	75	40	72	Yes	3
Covello St.	NB-6	SFR	56	40	72	-	-

Crossover Location	Cluster ID	Cluster Description	Predicted L _v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Titus St.	NB-E	School	81	40	78	Yes	3
Titus St.	NB-8	SFR	52	40	72	-	-
Titus St.	NB-9	SFR	52	40	72	-	-
Parthenia St.	NB-10a	MFR	83	50	72	Yes	11
Parthenia St.	NB-10b	MFR	84	50	72	Yes	12
Parthenia St.	NB-10c	MFR	71	63	72	-	-
Parthenia St.	NB-11a	SFR	61	80	72	-	-
Parthenia St.	NB-11b	SFR	67	80	72	-	-
Parthenia St.	SB-6	MFR	82	63	72	Yes	10
Parthenia St.	SB-7a	MFR	61	80	72	-	-
Parthenia St.	SB-7b	MFR	62	80	72	-	-
Parthenia St.	SB-F	Church	78 ³	50	78	-	-
Gledhill St.	NB-15	MFR	82	40	72	Yes	10
Gledhill St.	NB-15b	MFR	59	40	72	-	-
Gledhill St.	SB-13	MFR	83	40	72	Yes	11
Gledhill St.	SB-14	MFR	85	40	72	Yes	13
Gledhill St.	SB-15	MFR	85	40	72	Yes	13
Gledhill St.	SB-16	MFR	60	40	72	-	-
Gledhill St.	SB-17	MFR	70	40	72	-	-
Beachy Ave.	NB-I	School	77	40	78	-	-
Beachy Ave.	NB-19	SFR	76	40	72	Yes	4
Beachy Ave.	NB-20	SFR	64	40	72	-	-
Beachy Ave.	SB-21	MFR	77	40	72	Yes	5
Beachy Ave.	SB-22	SFR	76	40	72	Yes	4
Beachy Ave.	SB-23	SFR	59	40	72	-	-
Remick Ave.	NB-29	MFR	77	40	72	Yes	5
Remick Ave.	NB-30	SFR	65	40	72	-	-
Remick Ave.	SB-34	SFR	65	40	72	-	-
Telfair Ave.	NB-38	SFR	60	40	72	-	-
Telfair Ave.	NB-39	SFR	73	40	72	Yes	1
Telfair Ave.	NB-40	MFR	73	40	72	Yes	1
Telfair Ave.	SB-37c	SFR	60	40	72	-	-
Telfair Ave.	SB-38a	SFR	59	40	72	-	-

Crossover Location	Cluster ID	Cluster Description	Predicted L_v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Telfair Ave.	SB-38b	SFR	59	40	72	-	-

Notes: L_v = vibration velocity level; VdB = decibels referenced to 1 μ -inch/second; MFR = multi-family residence; SFR = single-family residence

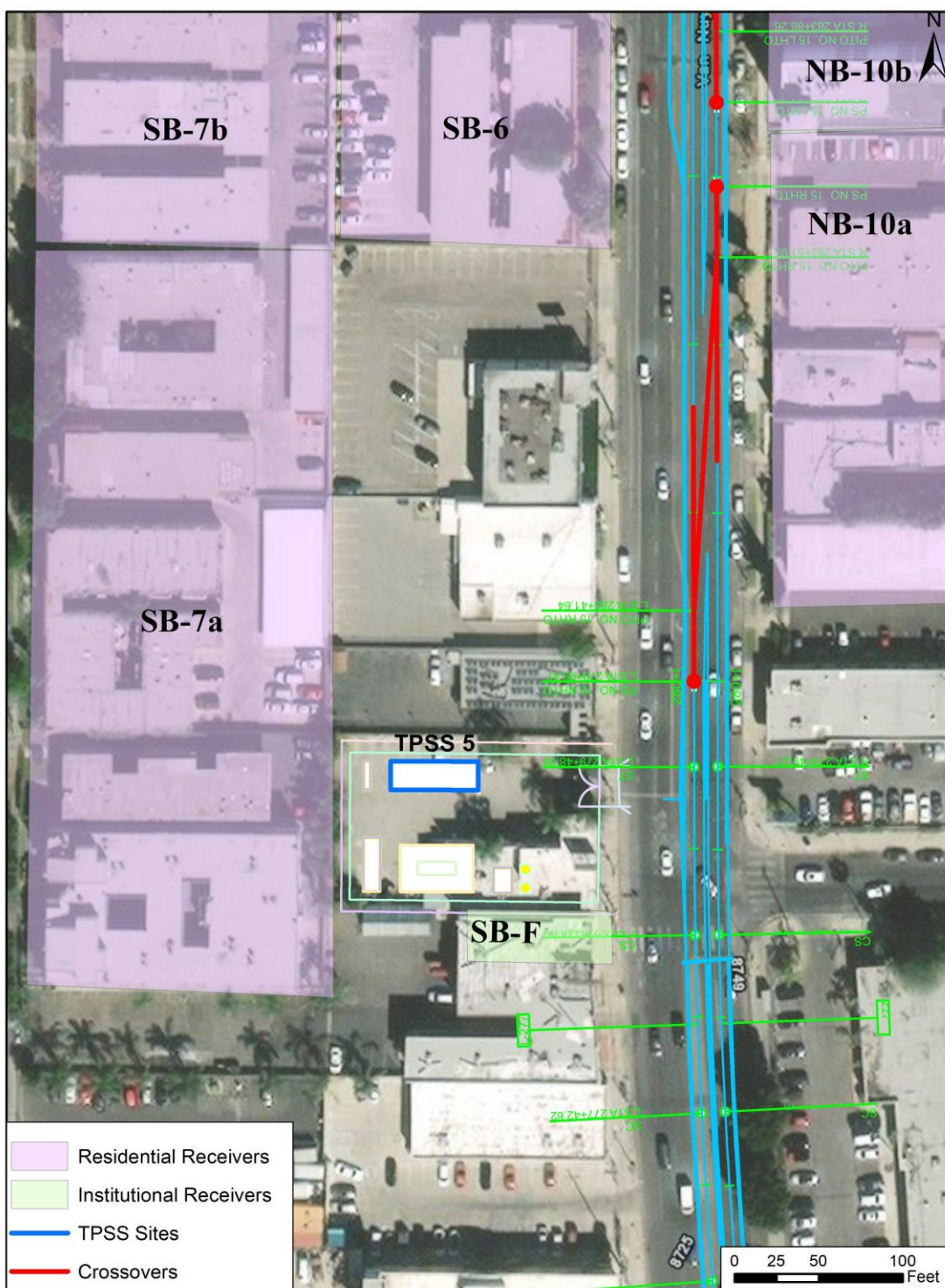
¹ The band maximum is the vibration level from the maximum 1/3 octave band of the L_{max} spectra.

² The 1/3 octave band in which the band maximum occurs.

³ The band maximum is 77.6 VdB which is below the impact threshold.

Source: Cross-Spectrum Acoustics, 2022

Appendix F. Noise Figures



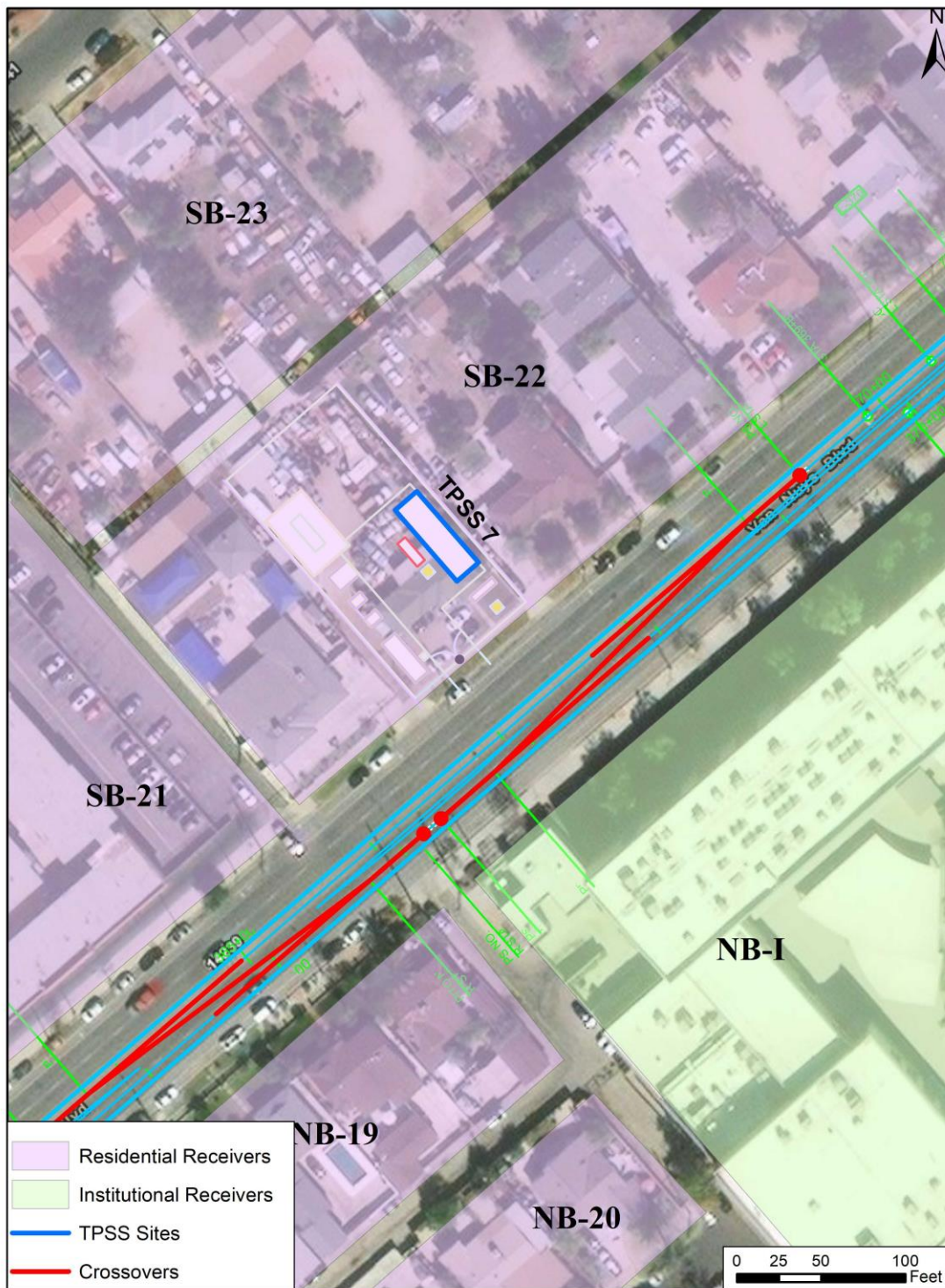


Figure 2: TPSS Site 7 and Nearby Noise-Sensitive Receiver Clusters

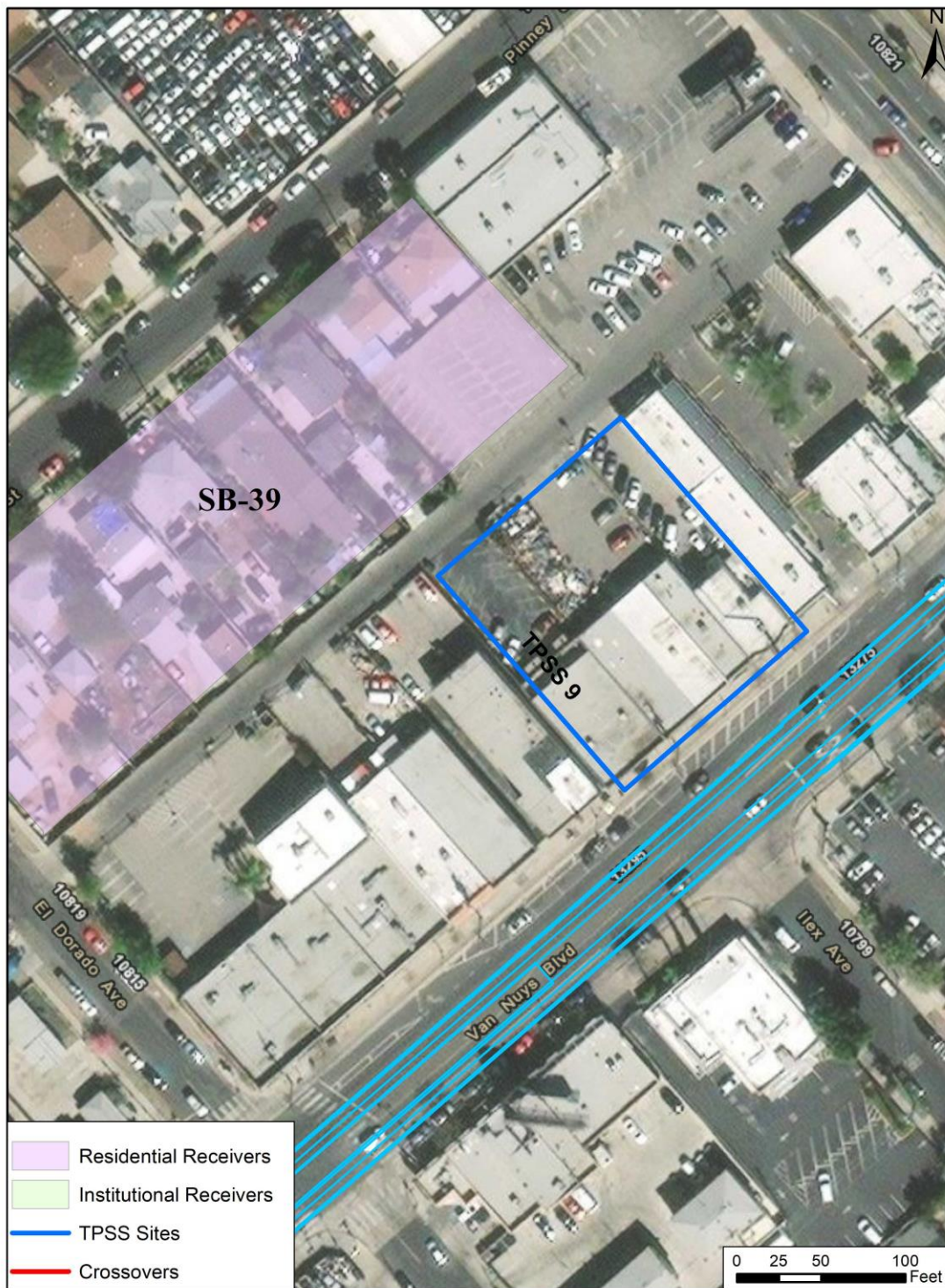


Figure 3: TPSS Site 9 and Nearby Noise-Sensitive Receiver Clusters

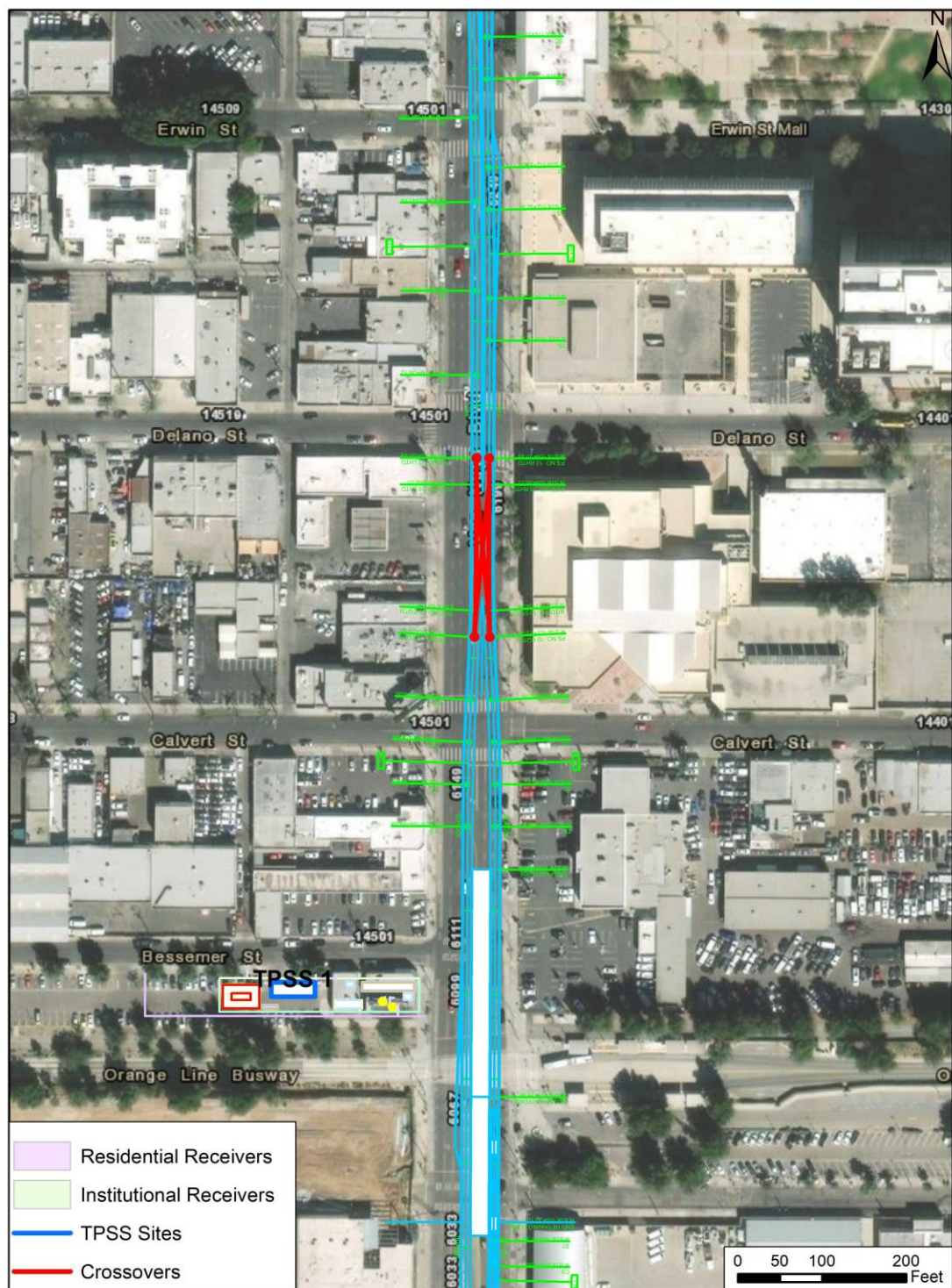


Figure 5: Sensitive Receiver Clusters Nearby Crossovers between Calvert St. and Delano St.

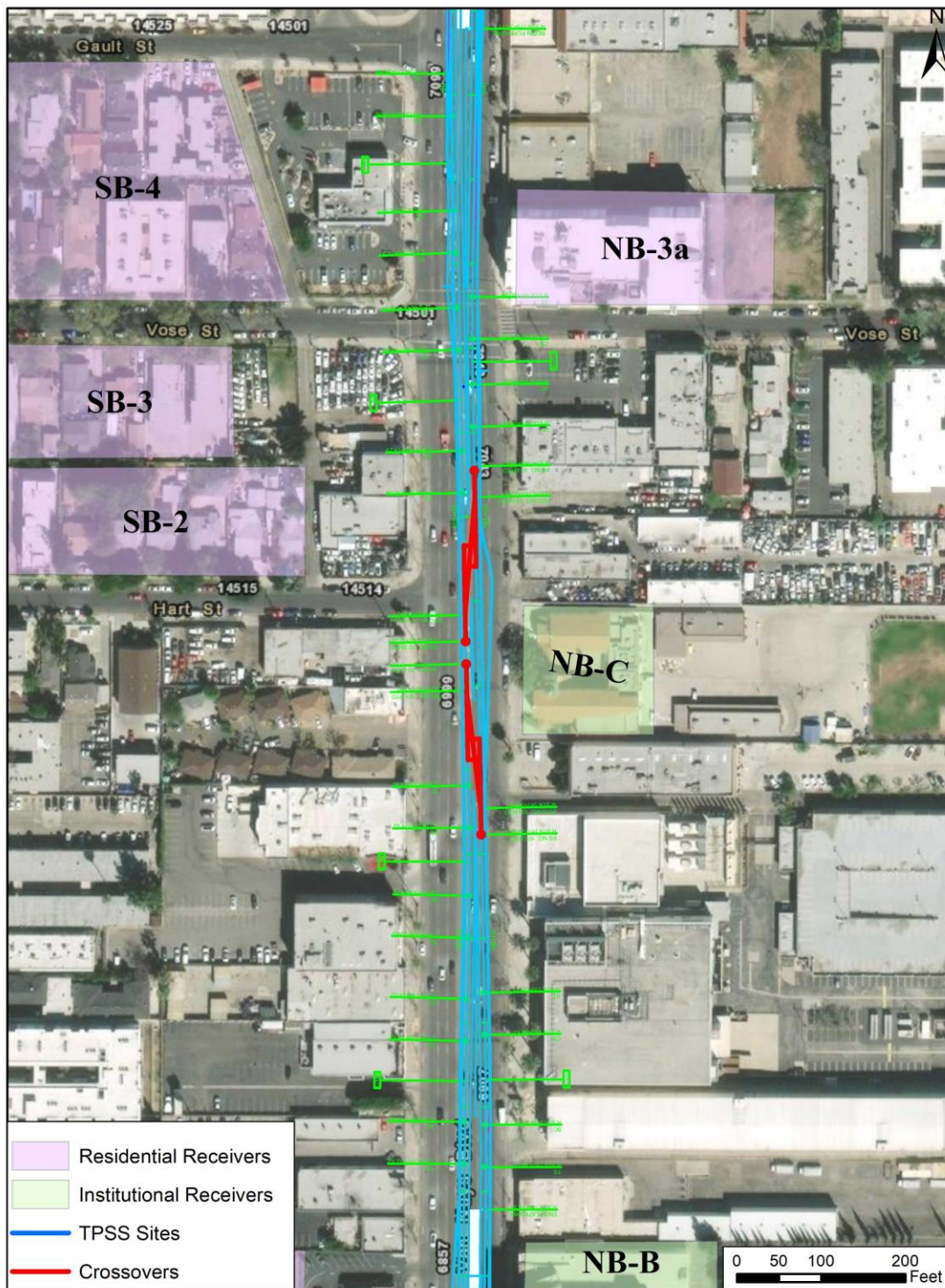


Figure 7: Sensitive Receiver Clusters Nearby Crossovers at Hart St.



Figure 8: Sensitive Receiver Clusters Nearby Crossovers at Covello St.

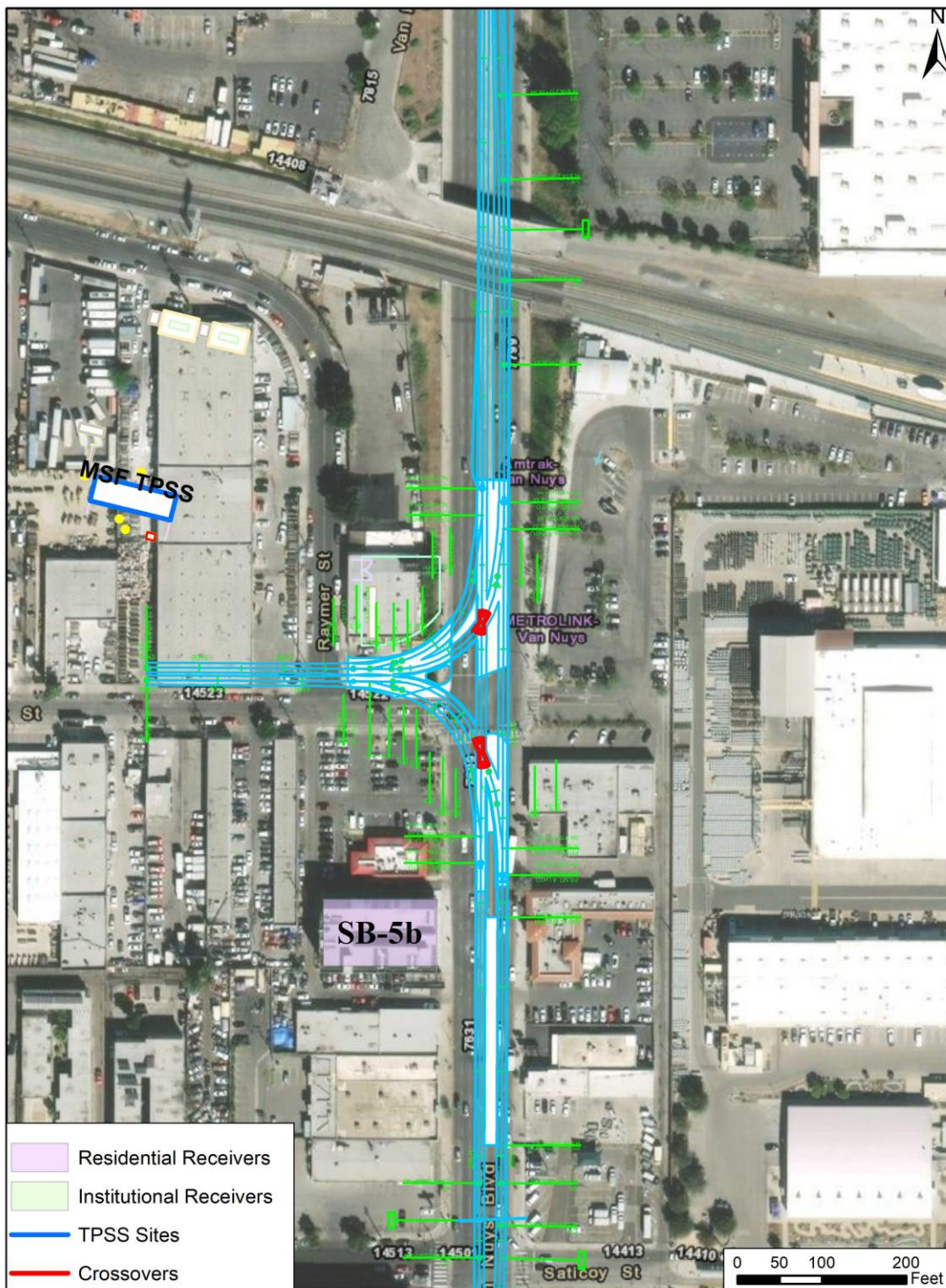
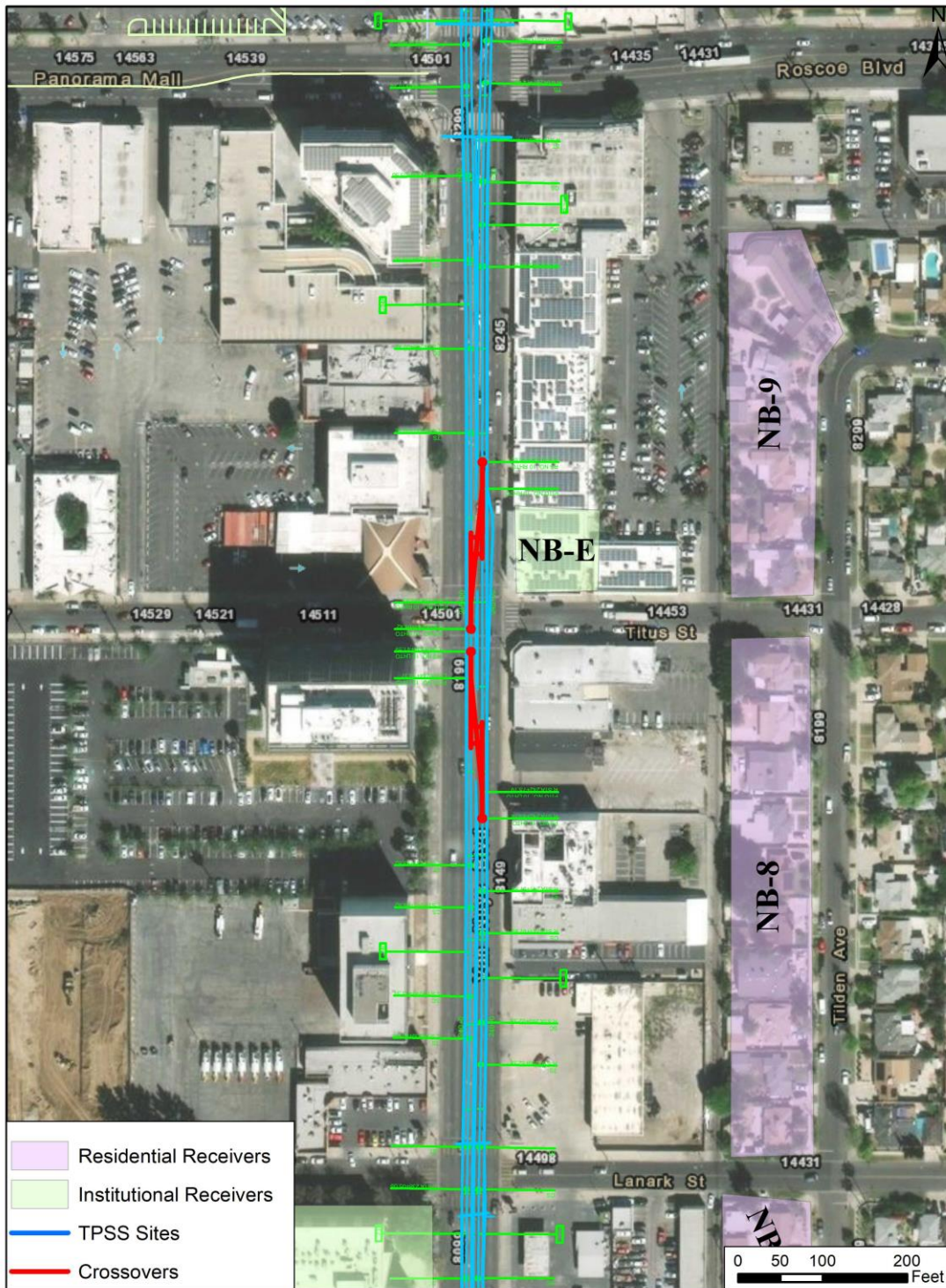


Figure 9: Sensitive Receiver Clusters Nearby Crossovers at Keswick St.



10: Sensitive Receiver Clusters Nearby Crossovers at Titus St.

Figure

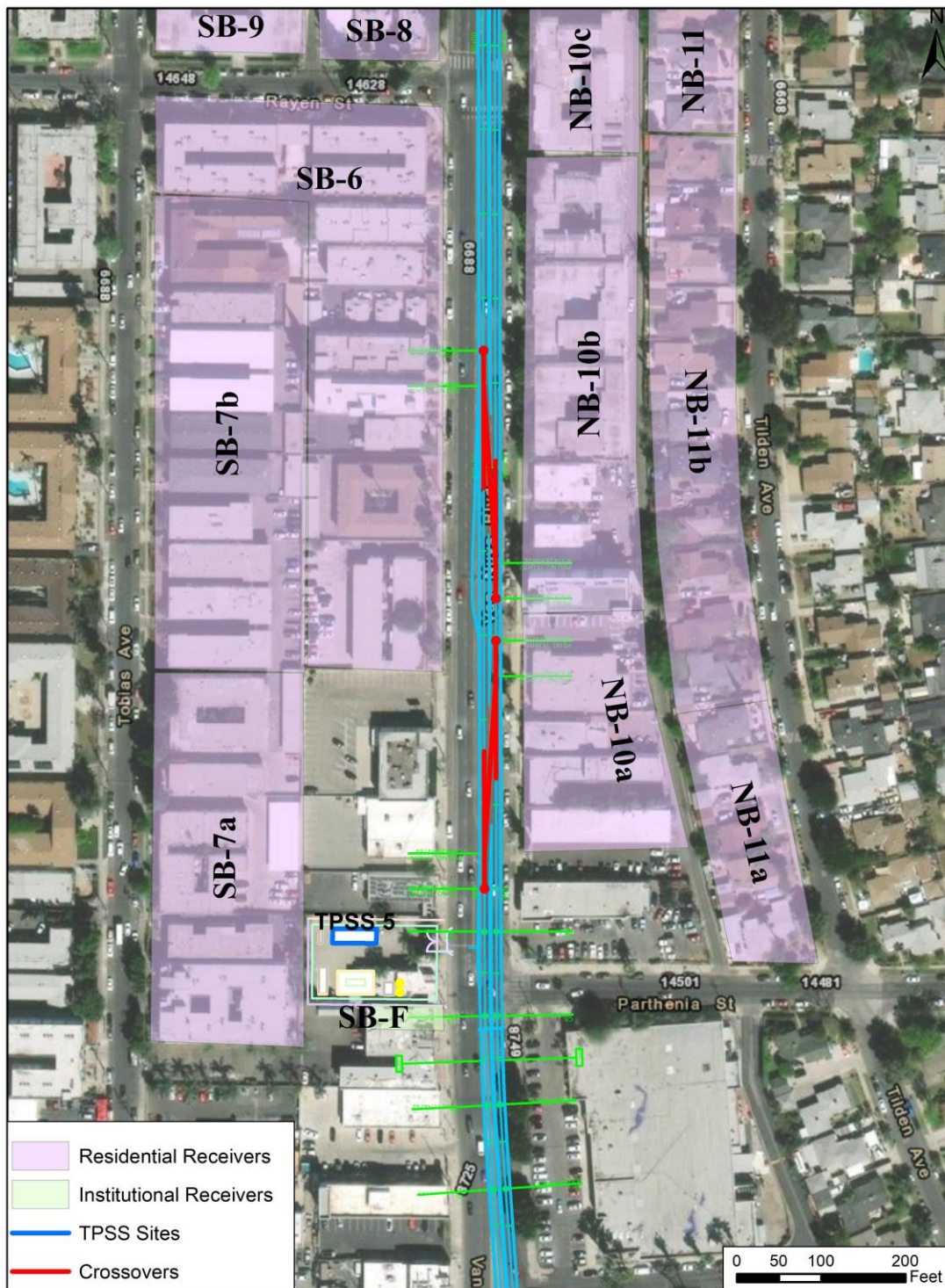


Figure 11: Sensitive Receiver Clusters Nearby Crossovers at Parthenia St.

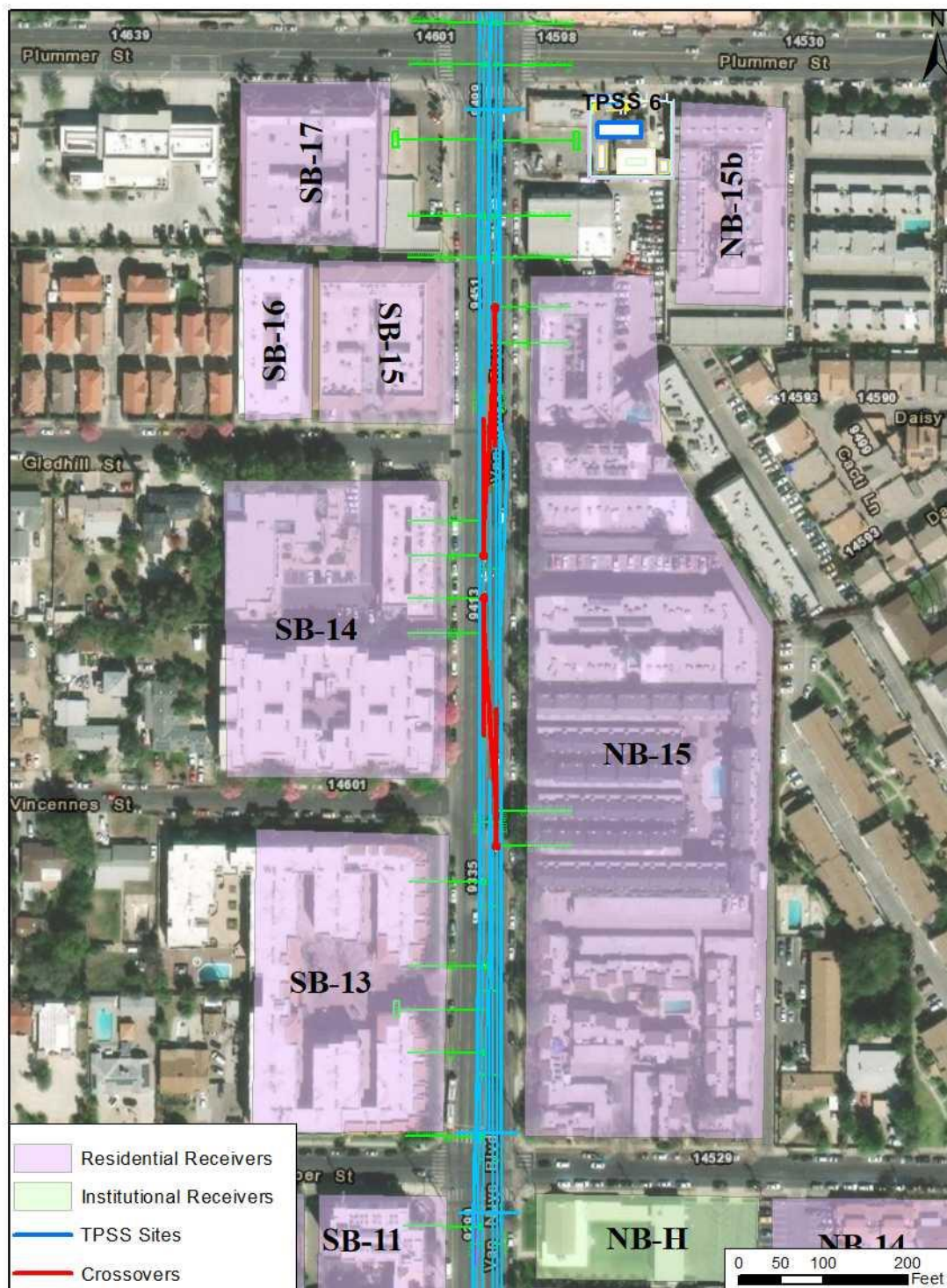


Figure 12: Sensitive Receiver Clusters Nearby Crossovers at Gledhill St.

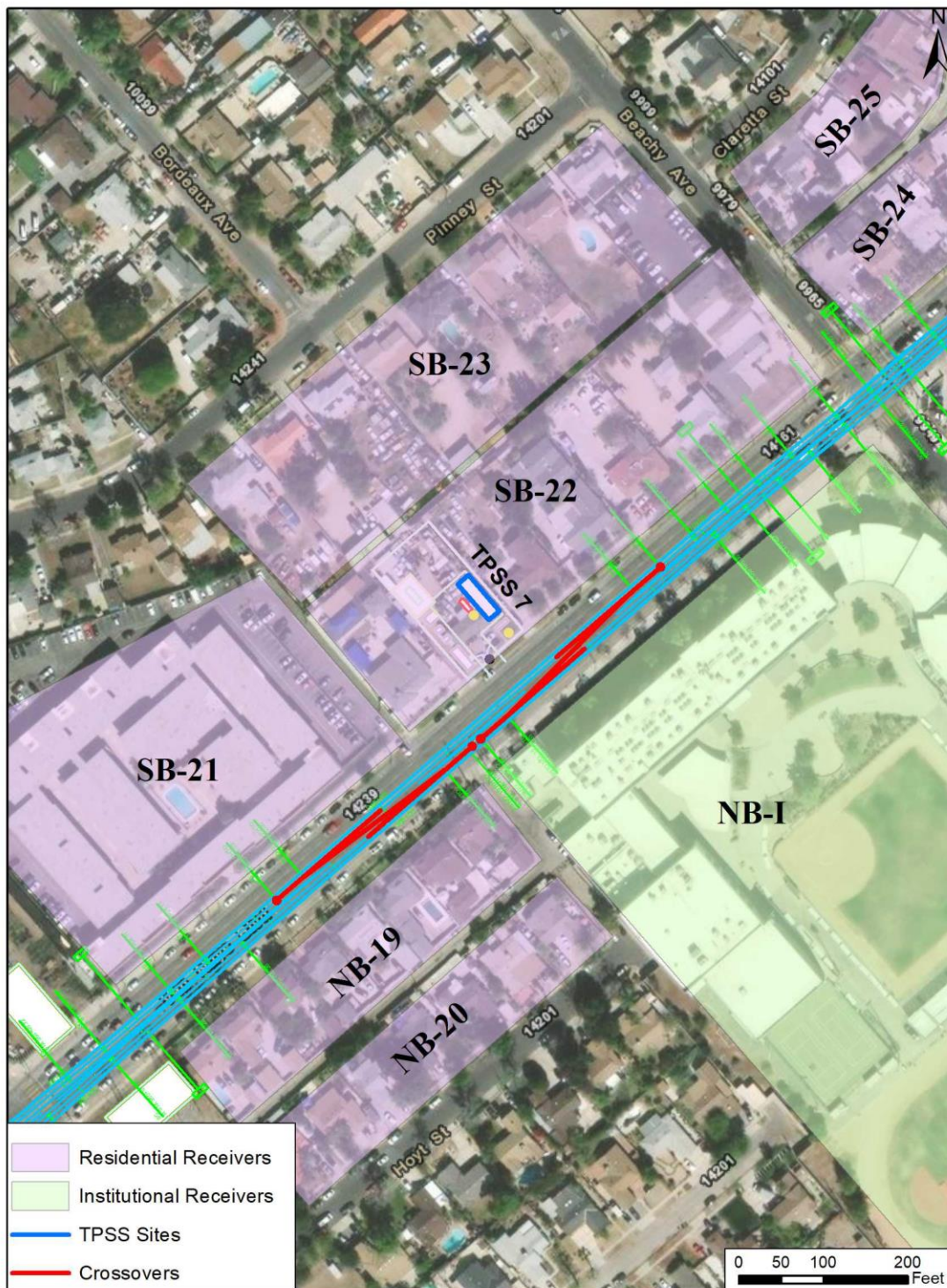


Figure 13: Sensitive Receiver Clusters Nearby Crossovers South of Beachy Ave.



Figure 14: Sensitive Receiver Clusters Nearby Crossovers at Remick Ave.

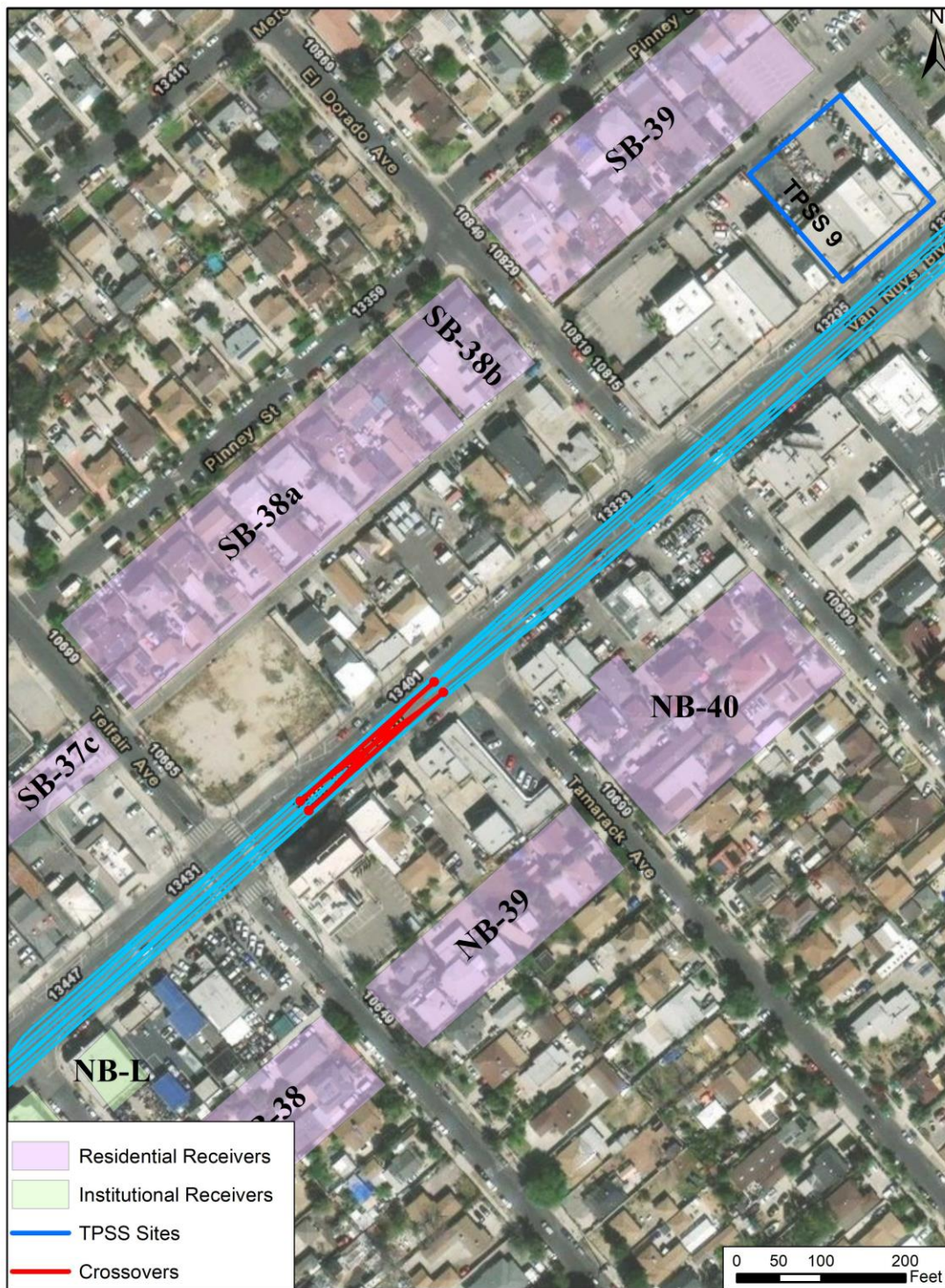


Figure 15: Sensitive Receiver Clusters Nearby Crossovers at Telfair

Appendix G. List of Mitigation Measures

Table ES-3: Proposed Mitigation Measures

Affected Resource	Mitigation Measures
Transportation, Transit, Circulation, and Parking (Chapter 3 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1: The Traffic Management Plan shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.</p> <p>MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate:</p> <ul style="list-style-type: none"> • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. • Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other nearby parking lots or temporary lots, with any temporary parking secured well in advance of parking being removed in the affected area. • Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities. • Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board's adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.). • Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs. • Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts, and Caltrans. The selected routes should minimize noise, vibration, and other effects. • To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours. • Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off students) via existing or temporary driveways or loading areas throughout the construction period. • Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts. • Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. <p>MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan and Traffic Control Plan shall include the following:</p> <ul style="list-style-type: none"> • Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways. • Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate "Open during Construction," wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained.

Affected Resource	Mitigation Measures
Operation	<p>MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.</p> <p>MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.</p> <p>MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.</p> <p>MM-TRA-7: To reduce the potential impacts due to removal of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.</p>
Land Use (Section 4.1 of this FEIS/FEIR)	
Construction	MM-NOI-1a–1d, MM-VIB-1, and MM-AQ-1–9.
Operation	MM-NOI-2a, MM-NOI2b, MM-NOI-3a, MM-NOI-3b, and MM-NOI-3c.
Real Estate and Acquisitions (Section 4.2 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Economic and Fiscal Impacts (Section 4.3 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, and MM-CN-1.
Operation	None required.
Communities and Neighborhoods (Section 4.4 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1–3, MM-VIS-1–5, MM-AQ-1–9, MM-NOI-1a–1d, MM-NOI-2a–2b, MM-NOI-3a–3c, and MM-SS-1–23.</p> <p>In addition, the following measure is proposed:</p> <p>MM-CN-1: A formal educational and public outreach campaign shall be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.</p>
Operation	See mitigation measures listed in Chapter 3, Transportation, Transit, Circulation, and Parking; Section 4.5, Visual Quality and Aesthetics; Section 4.8, Noise and Vibration; and Section 4.14, Safety and Security sections of this table that would be implemented to minimize operational impacts on communities and neighborhoods.

Affected Resource	Mitigation Measures
Visual Quality and Aesthetics (Section 4.5 of this FEIS/FEIR)	
Construction	<p>MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.</p>
Operation	<p>MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the City of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.</p> <p>MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.</p> <p>MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.</p> <p>MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.</p>
Air Quality (Section 4.6 of this FEIS/FEIR)	
Construction	<p>MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.</p> <p>MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.</p> <p>MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.</p> <p>MM-AQ-4: Engines shall be maintained and tuned per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic, unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.</p> <p>MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer's recommendations shall be required.</p> <p>MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used, and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the Construction Contractor shall be required to use the best available emissions control technologies on all equipment.</p> <p>MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.</p> <p>MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.</p> <p>MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following:</p> <ol style="list-style-type: none"> 1. Timing project-related construction activities associated with the maintenance facility, stations, and track installation such that overlapping schedules are minimized. 2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided. 3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of sensitive receptors, including, but not limited to residences, schools, parks, hospitals, and nursing homes.
Operation	None required.

Affected Resource	Mitigation Measures
Greenhouse Gas Emissions (Section 4.7 of this FEIS/FEIR)	
Construction and Operation	MM-AQ-1, MM-AQ-2, MM-AQ-3, and MM-AQ-6.
Noise and Vibration (Section 4.8 of this FEIS/FEIR)	
Construction	<p>MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.</p> <p>MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.</p> <p>MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.</p> <p>MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches:</p> <ul style="list-style-type: none"> • The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers. • The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible. • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment. • The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable. • The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable. • The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible. • The contractor shall use portable noise control enclosures for welding in the construction staging area. • The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations. • The contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction. <p>MM-NOI-1e: If the proposed mitigation measures identified in this section do not reduce the identified significant noise impacts on Los Angeles Unified School District schools to a less-than-significant level, Metro shall develop new and appropriate measures, to the extent feasible, to effectively reduce construction-related or operational noise. Provisions shall be made to allow the affected school or designated representative(s) to notify Metro when such measures are warranted.</p> <p>MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

Affected Resource	Mitigation Measures
Operation	<p>MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in this area. Sound walls should be constructed in such a fashion as to not impair the train operator vision triangle sightlines.</p> <p>MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.</p> <p>MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the TPSS units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.</p> <p>MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.</p> <p>MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold. Predicted vibration levels could be reduced to below the CEQA significance thresholds at all sensitive receivers with traditional floating-slab track and use of low-impact frogs. A floating slab consists of a concrete slab supported by rubber or steel springs. Floating slab is the most expensive vibration mitigation measure; however, it provides the most reduction in vibration levels. Further investigation may show that vibration levels could be reduced to below the applicable thresholds with a less expensive option, such as a continuous-mat floating slab. Low-impact frogs such as conformal frogs and spring frogs result in a smoother transition over the gaps, reducing noise and vibration levels. Conformal frogs smooth the transition through wing slopes, which match the wheel profile, and spring frogs use a spring-loaded mechanism. A moveable point frog includes a signal mechanism that allows trains running on the mainline to avoid any gaps in the rail, eliminating the noise and vibration impact of the special trackwork. Moveable point frogs are required mitigation measures in areas where other low-impact frogs do not provide enough vibration reduction.</p> <p>MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed CEQA significance thresholds. Where exceedances would occur, the contractor shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, could be considered.</p> <p>MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.</p> <p>MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.</p>
Geology, Soils and Seismicity (Section 4.9 of this FEIS/FEIR)	
Construction	None required
Operation	<p>MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses take into account the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro's Design Standards for the Operating and Maximum Design Earthquakes. The concrete structures will be designed according to the Building Code Requirements for Structural Concrete (ACI 318) by the American Concrete Institute.</p>

Affected Resource	Mitigation Measures
	<p>MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the Metro Seismic Design Criteria</p>
Hazardous Waste and Materials (Section 4.10 of this FEIS/FEIR)	
Construction	<p>MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the MSF. The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following:</p> <ul style="list-style-type: none"> • Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Phase II subsurface investigations for potential impacts from adjoining current or former UST sites and nearby LUST sites. • A Phase II subsurface investigation to evaluate potential presence of PCE shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with DOGGR regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction. • The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for PCBs. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Buildings that will be demolished shall have a comprehensive ACM inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law. • Areas where soil may be disturbed during construction shall be tested for ADL according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for LBP prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

Affected Resource	Mitigation Measures
	<p>MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.</p> <p>MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures:</p> <ul style="list-style-type: none"> • Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is encountered • Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials • The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this FEIS/FEIR • Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil • Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this FEIS/FEIR <p>MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.</p> <p>MM-HAZ-5: For reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way, the construction spoils (e.g., excavated soils, cuttings generated during installation of CIDH piles), including those in contact with the groundwater, shall be contained and tested for total chromium, 1,4-dioxane, trichloroethylene (TCE), and PCE to determine appropriate disposal.</p> <p>MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.</p>
Operation	None required
Energy (Section 4.11 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Ecosystems/Biological Resources (Section 4.12 of this FEIS/FEIR)	
Construction	<p>MM-BIO-1: Avoid and Minimize Project-Related Impact on Special-Status Bat Species</p> <p>In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.</p> <p>To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:</p>

Affected Resource	Mitigation Measures
	<p>Bridges and Overpasses</p> <ul style="list-style-type: none"> Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with CDFW consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded. Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. <p>Trees</p> <p>All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.</p> <ul style="list-style-type: none"> If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant. If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2. Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.

Affected Resource	Mitigation Measures
	<p>MM BIO-2: Avoid Impacts on Nesting Birds (including raptors) To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance. • If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist. <p>MM BIO-3: Jurisdictional Waters Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:</p> <ul style="list-style-type: none"> • Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process; • Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system; • Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing "rumble racks" or wheel water points at the exit to remove sediment from construction vehicles; • Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal; • Use of a tank on work sites to collect the water for periodic offsite disposal; • Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and • Water quality of runoff shall be periodically monitored before discharge from the site and into the storm drainage system. <p>MM BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance with the specifications outlined in the city ordinances.</p>
Operation	None required.
Water Resources/Hydrology and Water Quality (Section 4.13 of this FEIS/FEIR)	
Construction	None Required.
Operation	None Required.
Safety and Security (Section 4.14 of this FEIS/FEIR)	
Construction	MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.

Affected Resource	Mitigation Measures
	<p>MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.</p> <p>MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.</p> <p>MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.</p> <p>MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.</p> <p>MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.</p> <p>MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.</p> <p>MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.</p> <p>MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.</p> <p>MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.</p> <p>MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects to emergency response times.</p>
Operation	<p>MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.</p> <p>MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.</p> <p>MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards:</p> <ul style="list-style-type: none"> • Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los Angeles/Metro’s adopted “Land Use/Transportation Policy.” • Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors. • Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access. • Physical improvements shall ensure that all stations are fully accessible as defined in the ADA. <p>MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.</p> <p>MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and the City San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.</p> <p>MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or information booths may be located within station public occupancy areas.</p>

Affected Resource	Mitigation Measures
	<p>MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.</p> <p>MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.</p> <p>MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.</p> <p>MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro's design criteria also identify multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.</p> <p>MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.</p> <p>MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.</p> <p>Also see mitigation measure MM-TRA-7 for measures to reduce the impact due to removal of the existing bike lanes on Van Nuys Boulevard.</p>
Parklands and Community Facilities (Section 4.15 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-VIS-1, MM-AQ-1 through MM-AQ-8, MM-NOI-2a and 2b, MM-NOI-3a through 3c, MM-SS-2, MM-SS-4, and MM-SS-5
Operation	None required.
Historic, Archaeological, and Paleontological Resources	
Historic Resources - Construction	None required.
Historic Resources – Operation	None required.
Archaeological Resources – Construction	<p>MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction.</p> <p>Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project's Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during monitoring shall be conducted per the methods and procedures described in the CRMP for the project.</p> <p>Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.</p>

Affected Resource	Mitigation Measures
	<p>Drilling of project features such as the overhead contact system (OCS) results in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.</p> <p>If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.</p> <p>Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone; however, spoil piles may not be removed until the monitor can examine them.</p> <p>If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.</p> <p>MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist.</p> <p>Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all consulting parties identified for the project within 48 hours of any discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste.</p> <p>MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98 and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the County Coroner and FTA on the same day as the discovery. FTA shall notify SHPO, Advisory Council on Historic Preservation (ACHP), and other consulting parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the PA and Cultural Resources Treatment and Monitoring Plan (CRTMP).</p>
Archaeological Resources – Operation	None required.
Paleontological Resources – Construction	<p>MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro's qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resources monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.</p>

Affected Resource	Mitigation Measures
	<p>The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro's qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.</p> <p>MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:</p> <ul style="list-style-type: none"> • All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work. • Excavations, excluding drilling, deeper than 8 feet below the current surface in the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits. • Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils. • Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data. • Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA.
Paleontological Resources – Operation	None required.
Environmental Justice (Section 4.17 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, MM-VIS-1-5, MM-AQ-1-9, MM-NOI-1A-1D, MM-NOI-2A-2B, MM-NOI-3A through 3C, and MM-SS 1-23.
Operation	MM-CN-1
Growth Inducing Impacts (Section 4.18 of this FEIS/FEIR)	
Induce substantial population growth in an area either directly or indirectly	None required.
Irreversible and Irretrievable Commitments of Resources	
Construction and Operation	No mitigation measures are required



We're building light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



LA METRO Construction Committee
October 19, 2023

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



December 2020: Metro Board certified Final Environmental Impact Report

January 2021: Record of Decision signed by the Federal Transit Administration

- Southern Segment: 6.7-mile Light Rail Transit from the G Line Bus Rapid Transit Station to Van Nuys Blvd./San Fernando Rd.
- Northern: 2.5-mile from Van Nuys Blvd./San Fernando Rd. to Sylmar/San Fernando Metrolink station

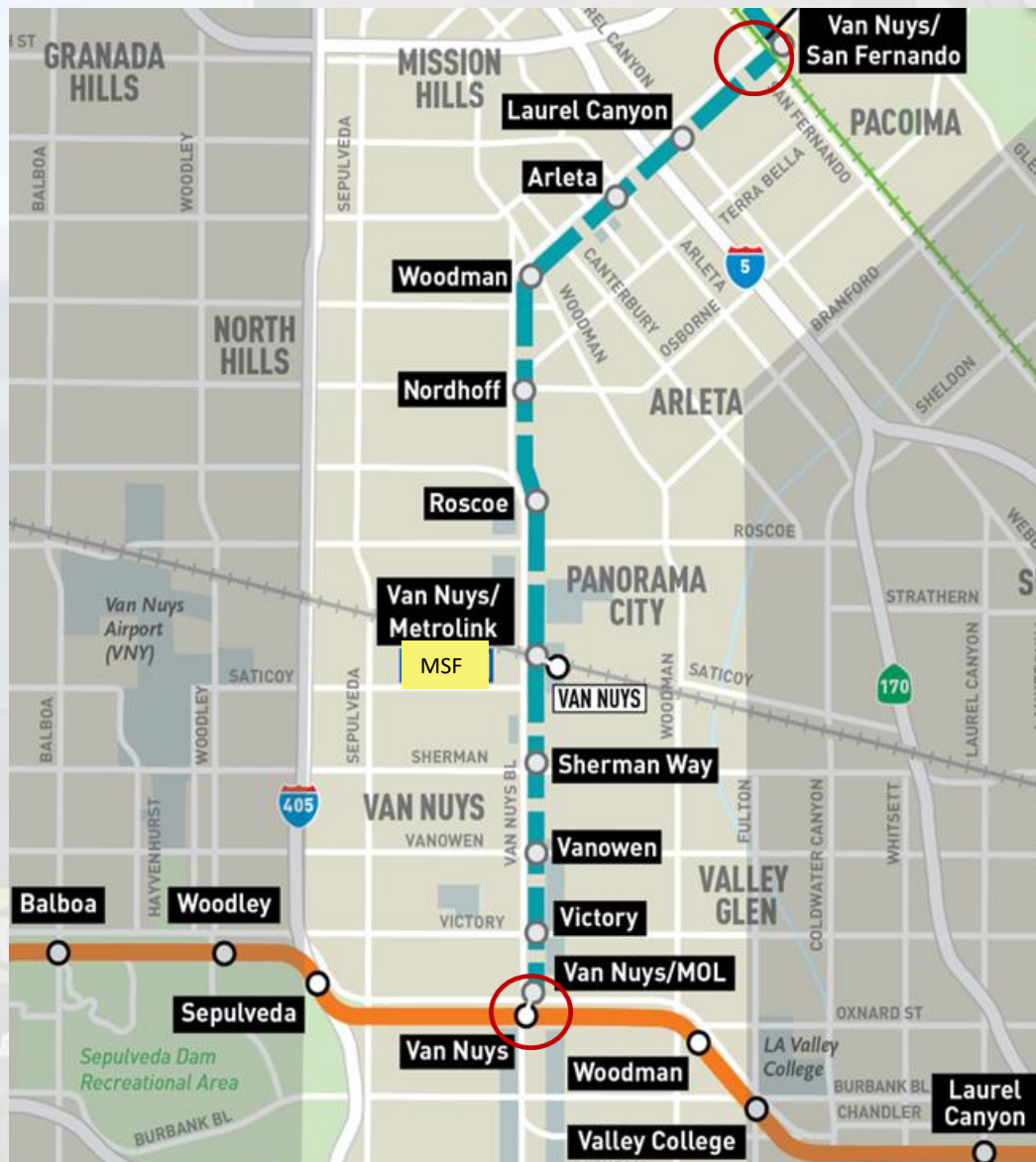
2021 -2022 – Preliminary Engineering

2023: EIR Addendum and NEPA Reevaluation

2024: FTA FFGA Approval



CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



Southern Segment

- 6.7-mile at-grade double-track light rail transit system
- 11 center-platform stations
- 10 Traction Power Substations
- Procurement of 34 Light Rail Vehicles
- Maintenance and Storage Facility
- Communication line to and expansion of Rail Operations Center

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

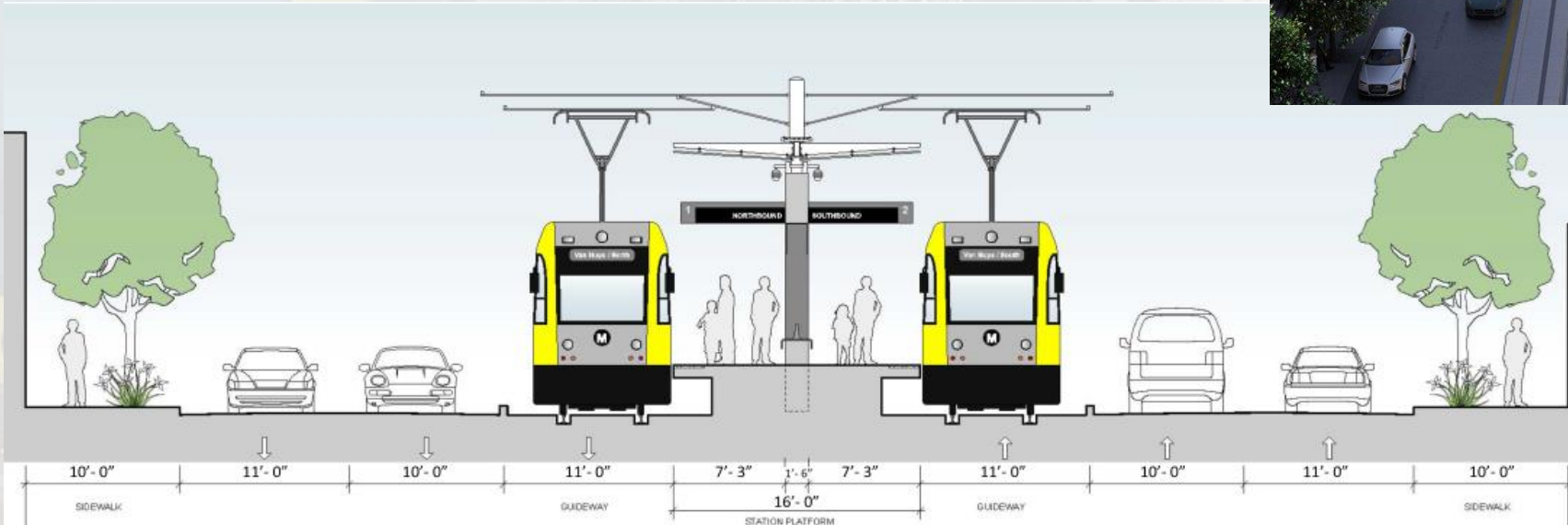
DESIGN MODIFICATIONS AND REFINEMENTS

- Modification to Station Locations
- Elimination of one TPSS, revised TPSS locations and Train Control Facilities
- Turn lane configurations at intersections
- Sidewalk and Driveways
- Utility Work
- Design Refinements
- Right of Way – TCEs, Partial Acquisitions

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

RECOMMENDATION:

AUTHORIZE the Chief Executive Officer to Approve the Addendum and adopt it's Findings





Board Report

File #: 2023-0570, **File Type:** Contract

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 19, 2023

SUBJECT: METRO LEADERSHIP ACADEMY
ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year, firm fixed price Contract No. PS87481000 to Southern Methodist University to serve as the academic partner for the Metro Leadership Academy Program, in the amount of \$1,002,750 for the three-year base term, and \$366,050 for the first one-year option and \$379,550 for the second one-year option, for a total Contract Value of \$1,748,350, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Metro Leadership Academy Program (MLA) is an internal leadership development program to address two major challenges: succession planning and employee retention. First, 30% of Metro employees are eligible to retire and 62% of Metro employees will be eligible to retire within the next 10 years. Second, Metro has committed to an ambitious work plan as it builds the fastest-growing public transportation system in the country. To prepare and develop the leaders of today and tomorrow, a qualified academic partner is necessary.

Since MLA's inception, Metro has retained an academic partner to teach the leadership cornerstones of the program. The current contract expires December 31, 2023, and a new contract award is recommended to ensure continuity.

BACKGROUND

Metro created MLA in 2015 as a 12-month program. Participants are drawn agency-wide from both Contract and Non-Contract positions, representing all levels of leadership from front-line to senior executive positions. The first 40-person cohort launched in January 2016. Along with academic leadership courses, Metro's Senior Leadership Team teaches department specific competency courses.

MLA provides employees the framework and tools to understand their personal leadership style, and how to adapt to a changing environment within the industry and workplace. Participants graduate from MLA with a renewed appreciation of their potential, a new understanding of high-quality business connections, and a stronger sense of how to maximize their influence. Each cohort

presents a group project and recommendations to address current business challenges to executive management. Since the inception of MLA, Metro has adopted seven projects for implementation.

Metro has accepted 280 employees into MLA and 235 employees have completed and graduated from the program. Each December, MLA hosts a graduation, maintaining a 97 percent completion rate. Due to the pandemic the 2020 cohort was combined with the 2021 MLA year for a total of 38 graduates. While participation in MLA does not guarantee promotion, 42 percent (98 out of 235) of graduates have received a promotion and 22 percent (52 out of 235) of the graduates were promoted twice. Graduates often participate in annual recruitment seminars during the MLA application period, and they share the positive impact MLA has had on their personal and professional growth. Many continue to engage in other development programs including SEED LA seminars and serve as mentors.

DISCUSSION

The MLA academic partner is responsible for the development, implementation, and evaluation of the leadership program. The academic partner serves as a facilitator for a curriculum that teaches participants leadership competencies with the goal of shaping graduates for opportunities in leadership at Metro.

- In addition to MLA, the academic partner will provide Leadership Engagement Training. The Leadership Engagement Training targets those not accepted into MLA by offering an opportunity for participants to complete a 4-hour virtual training. The training will focus on enhancing communication and fundamental leadership competencies to keep employees engaged as future MLA participants.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety standards for Metro customers and employees.

FINANCIAL IMPACT

The funding of \$300,000 for this service is included in the FY24 budget in cost center 6220, Talent Development, under project number 100001, General Overhead.

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

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of federal, state, and local funds. These funds are eligible for bus and rail operating costs.

EQUITY PLATFORM

Metro's Leadership Academy is an inclusive program for employees at all levels. In partnership with the Civil Rights, Race, Equity & Inclusion Department, MLA cohorts are aligned with Metro's long-term goals and a direct representation of Metro's workforce in the following areas: Contract/Non-contract job classification, gender, ethnicity and Union representation.

Since the beginning of MLA's implementation in 2016, this partnership has resulted in each cohort being equally represented by gender, with at least half of the cohort being female. Additionally, Talent Development has increased its outreach efforts agency-wide, resulting in the 2023 cohort being equally represented by both gender and Contract/Non-Contract job classification. This work will continue to evolve so that representation of each cohort remains inclusive of all people.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports the following Strategic Plan Goals:

- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to opportunity
- Strategic Plan Goal 4: Transform LA County through regional collaboration and national leadership
- Strategic Plan Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization

The MLA supports these goals by developing staff in the competencies needed to build skills for setting a strategic vision, acting as a champion for change, effective decision making, managing resources, building effective teams, and managing diversity. This program engages leaders at all levels and supports succession planning efforts. MLA further supports Metro's promise to deliver on its mission of providing a world-class transportation system that enhances quality of life for everyone in Los Angeles County.

ALTERNATIVES CONSIDERED

Staff has considered using in-house Metro resources to perform this work; however, this approach is not recommended as Metro does not have subject matter experts on staff to perform this work.

The Board of Directors may choose not to authorize the Contract award for this program; however, this alternative is not recommended as this Contract is critical to the professional development of employees within the agency.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS87481000 with Southern Methodist University for the 2024 Metro Leadership Academy Class that begins in January 2024.

ATTACHMENTS

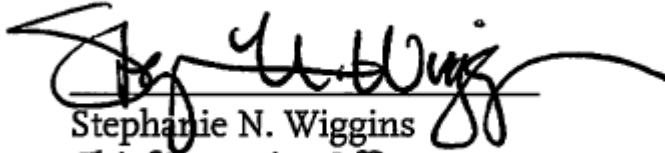
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Maria G. Meleandez, Deputy Executive Officer, Talent Development
(213) 922-5259
Dawn Jackson-Perkins, (Interim) Executive Officer, Talent Management

(213) 418-3166

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

Reviewed by: Seleta Reynolds, Chief Innovation Officer/(Interim) Chief People Officer (213)
922-4098



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO LEADERSHIP ACADEMY / PS87481000

1.	Contract Number: PS87481000	
2.	Recommended Vendor: Southern Methodist University	
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: June 6, 2023	
	B. Advertised/Publicized: June 6, 2023	
	C. Pre-Proposal Conference: June 16, 2023	
	D. Proposals Due: July 11, 2023	
	E. Pre-Qualification Completed: September 14, 2023	
	F. Ethics Declarations Form Submitted to Ethics: July 11, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 22	Bids/Proposals Received: 1
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: Jose A. Ramirez	Telephone Number: (213) 418-3403

A. Procurement Background

This Board Action is to approve Contract No. PS87481000 in support of the development and implementation of Metro's Leadership Academy. Board approval of contract award is subject to resolution of all properly submitted protest(s).

Prior to the release of the solicitation, Metro conducted a virtual outreach event to inform the small business community of the upcoming opportunity, promote small business participation, and encourage competition. The outreach event was attended by 27 participants.

On June 6, 2023, Request for Proposal (RFP) No. PS87481 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department (DEOD) recommended a Disadvantaged Business Enterprise (DBE) goal of 5% for this procurement.

The solicitation was available for download from Metro's website and advertised to notify potential proposers of this solicitation, including several local University of California and Cal State University campuses, and other colleges and universities. Further, Metro notified potential proposers identified by the Project Office as well as firms from Metro's vendor database based on applicable North American Industry

Classification System (NAICS) codes.

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

- Amendment 1, issued on June 29, 2023, revised the scope of services and evaluation criteria to clarify the minimum qualification requirements and updated the submittal requirements to align with the changes to the scope of services and evaluation criteria.

A total of 22 firms downloaded the RFP and were included on the planholders list. A virtual pre-proposal conference was held on June 16, 2023, with two firms in attendance. Only one question was received, and Metro's response was released prior to the proposal due date.

On July 11, 2023, the proposal due date, a single proposal was received from Southern Methodist University (SMU).

Metro notified several colleges and universities, including local University of California and Cal State University campuses, of the release of the RFP. Metro staff canvassed the firms on the planholders' list to determine why there were no other proposals received. Reasons for declining to propose included not having the technical capabilities and choosing to pursue other opportunities outside of Metro. The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Metro's Talent Development, Complete Streets & Highway Capital, Transportation Demand Management (TDM) Policy & Regional Shared Mobility departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

Phase 1 - Evaluation of Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposer must meet the following at the time of the proposal submittal:

- The prime contractor must be a regionally accredited college, university, or professional school. A regionally accredited college, university, or professional school is a U.S. institution that is accredited by a Council for

Higher Education Accreditation (CHEA) or U.S. Department of Education (DOED).

- Proposed facilitators of the Metro Leadership Program must be skilled and knowledgeable in their specialty with at least 5 years of experience in their specialty with a preference of 10+ years of relevant experience.

Phase II – Weighted Evaluation: Proposers that meet the Phase 1 Minimum Qualification requirements were evaluated based on the following evaluation criteria and weights:

- | | |
|---|-----|
| • Qualification and Experience of the Firm/Team | 25% |
| • Qualification of Proposed Key Personnel | 15% |
| • Work Plan Approach | 45% |
| • Cost Proposal | 15% |

The evaluation criteria are appropriate and consistent with criteria developed for other similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the work plan approach.

The PET members independently evaluated and scored the technical proposal and determined that SMU met the requirements of the RFP and is technically qualified to perform the work.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Southern Methodist University				
3	Qualification and Experience of the Firm/Team	93.32	25%	23.33	
4	Qualification of Proposed Key Personnel	66.67	15%	10.00	
5	Work Plan Approach	80.84	45%	36.38	
6	Cost Proposal	100.00	15%	15.00	
7	Total		100%	84.71	1

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon technical analysis, price analysis using historical data, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
Southern Methodist University	\$1,806,350	\$1,506,030	\$1,748,350

The variance between the ICE and the recommended amount is because the ICE did not factor in the cost for additional leadership academy engagement training sessions and yearly escalation.

Staff successfully negotiated \$58,000 in cost savings from SMU's proposal.

D. Background on Recommended Contractor

The recommended firm, Southern Methodist University (SMU), located in Dallas, Texas, was founded in 1911. SMU has provided leadership development programs to the private and public sectors in the transportation, auto and healthcare industries. Existing clients include Toyota Manufacturing North America, Chevron USA Inc., Baylor Scott & White, and Dallas Area Rapid Transit.

Since 2017, SMU has developed and implemented Metro's Leadership Academy and performance has been satisfactory.

DEOD SUMMARY**METRO LEADERSHIP ACADEMY / PS87481000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Southern Methodist University exceeded the goal by making a 5.08% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	5.08% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	In A Moment's Notice	African American	5.08%
Total DBE Commitment			5.08%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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



Metro

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

Board Report

File #: 2023-0576, File Type: Contract

Agenda Number: 26.

EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 19, 2023

SUBJECT: MULTICULTURAL MARKETING AGENCY SUPPORT SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a four-year firm fixed unit rate Contract No. PS93705000 to Acento Advertising, Inc. for Multicultural Marketing Agency Support Services, for a not-to-exceed amount (NTE) of \$4,295,160 for the two-year base term and \$4,504,680 for the two-year option term, for a total combined NTE amount of \$8,799,840, effective November 1, 2023, subject to the resolution of any properly submitted protest(s).

ISSUE

The Customer Experience team requires a multicultural marketing agency to ensure that we are effectively communicating our services, programs, projects, and initiatives to all the diverse populations Metro serves in culturally-relevant ways.

BACKGROUND

According to the 2022 Metro Customer Experience survey, Metro riders are ethnically diverse: 58% are Latino or Hispanic, 14% are Black/African American 12% are White/Caucasian and 8% are Asian/Pacific Islander.

Metro's Customer Experience (CX) Department includes Marketing, Public Relations, Community Relations, Arts and Community Enrichment, Customer Care, and Customer Experience Strategy & Insights. Over the last year, the team began evaluating ways to improve our communications, outreach, and marketing with diverse customers, and last month, we started a cross-functional Latino/Hispanic team that is generating ideas and making recommendations about ways to improve our approaches to reaching those audiences. As the Customer Experience department continues its work to put customers at the center, it's imperative that we improve our ability to communicate with diverse audiences in a variety of languages and in ways that are culturally relevant.

DISCUSSION

As Metro works to grow ridership, Metro must proactively reach out to LA's communities in an

authentic way, taking into consideration the nuances of each segment's heritage, profile, and life experiences. To help more quickly inform and develop Metro's strategy to better reach our diverse audiences, the Metro Customer Experience department will partner with a multicultural marketing agency.

Staff recommends awarding this contract to Acento Advertising, Inc. (Acento), a full-service marketing communications firm specializing in multicultural marketing. The agency will assist Metro's efforts to increase brand awareness and favorability for Metro with the goals of growing and retaining customers across Metro's portfolio of mobility options, generating awareness and excitement for Metro's transportation vision and projects, engaging existing Metro customers in shaping the future of Metro's network and service and growing our workforce by exposing career and contracting opportunities to diverse audiences. The firm will support Metro's Customer Experience (CX) department and work directly with existing skill areas, including:

- Marketing and communications strategy
- Marketing research and insights
- Media planning and buying
- UX/UI and digital product development
- Public relations
- Messaging and copywriting
- Creative and graphic design
- Event production, event support, and experiential activations
- Partnership outreach and activation
- Influencer engagement

Metro needs a skilled agency at creating genuine relationships with the diverse communities Metro serves and recognizes the nuances of marketing and communications for which Metro is responsible, including legal requirements, cultural competency, and transcreation of existing creative work. This contract will also help in reaching underdeveloped specialty markets, such as low-income and hard-to-reach targets.

The contractor will trans create assets into languages, as prioritized in audience exploration. Depending on the campaign, this could include Spanish, Chinese, Korean, Armenian, Japanese, Russian, Khmer and Vietnamese.

These and all other services in the scope will be performed on an "as-needed" basis.

DETERMINATION OF SAFETY IMPACT

The consultant may be required to conduct tasks on Metro property where customers and operations may be active. All safety requirements will be met with requisite training and clearance as established by Metro Safety and Operations protocols.

FINANCIAL IMPACT

The FY24 Budget includes \$1,100,000 in cost center 7140, Marketing, under projects: 300022 - Rail Operations - A Line; 300033 - Rail Operations - C Line; 300044 - Rail Operations - B Line; 300066 - Rail Operations - E Line; and 306005 - Public Affairs to support this contract.

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

Impact to Budget

The funding sources for this action include Enterprise Funds, sales tax revenues, and federal and state grants eligible for bus and rail operating expenses.

EQUITY PLATFORM

The Multicultural Marketing Agency contract award advances Metro's commitment to equity and inclusion by ensuring marketing and communications activities provide targeted approaches to engage all customers and stakeholders, with a specific focus on reaching communities of color and underserved populations across the various disciplines: strategic marketing and communications, messaging, creative design, content development, partnerships, and public relations. Community-Based Organization (CBO) engagement in strategic marketing plans under this contract will be requested on a plan-by-plan basis. Understanding how our marginalized or vulnerable groups navigate the city and our system will help us define how to communicate with them, thus improving equitable outcomes and enhancing the customer experience.

The selected firm is committed to advancing diversity, equity, and inclusion. Their unique cross-cultural, multidisciplinary approach to developing insight-driven strategies demonstrates their commitment to reaching women, low-income individuals, people of color, and other marginalized populations. The firm utilizes its proprietary tools to engage diverse and multicultural communities: the Acento Culture Lab and the NAYA toolkit. The lab serves as an exploration and testing space that drives understanding of societal trends, current culture, and diverse groups' experience and expression of those things. This deepens the understanding of shared and divergent experiences and their impact on consumer decision-making. The toolkit includes proprietary consumer research, syndicated consumer data, social listening, channel usage/impact, and related tools - all are processed through their proprietary cross-cultural model.

To ensure maximum opportunity for participation in this contract, this solicitation was advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and an e-mail notice to DBE firms with applicable NAICS codes. A 20% Disadvantaged Business Enterprise (DBE) goal was established for the solicitation. Acento Advertising, Inc. exceeded the goal with a 27.21% DBE commitment. The Proposal Evaluation Team was diverse and comprised of different department personnel with various backgrounds to comprehensively evaluate proposers and determine the most qualified firm.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support the following goals:

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

A new Multicultural Marketing Agency contract will allow the agency to effectively reach and communicate to diverse ethnic audiences authentically, meaningfully and responsively on all the agency's projects, programs and initiatives.

ALTERNATIVES CONSIDERED

1. Utilize existing Marketing and/or Customer Experience staff to provide the required support services. If this alternative were exercised, Metro would need to hire dozens of additional staff with expertise in multicultural marketing to perform the desired work. Based on the magnitude of projects, programs and initiatives that require ethnic audience-specific marketing and communications campaigns, it is unlikely the agency can support this effort in-house.
2. Direct CX departments to procure services for their own needs. This option burdens the CX and Vendor/Contract Management departments, requiring them to expend significant and costly resources to develop and respond to multiple procurement processes each year. It also is counter to Metro's External Communications Policy, which is designed to consolidate, optimize, and strategically coordinate marketing and communications services across the agency.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS93705000 with Acento Advertising, Inc. for Multicultural Marketing Agency services effective November 1, 2023. Once the contract is executed, staff will onboard the new agency to commence work.

ATTACHMENTS

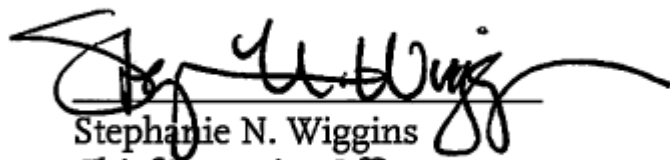
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bernadette Mindiola, DEO, Marketing, (213) 922-5646
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Monica Bouldin, Deputy Chief, CX Office, 213-922-4081

Reviewed by:

Jennifer Vides, Chief Customer Experience Office, 213-922-4060



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
MULTICULTURAL MARKETING AGENCY/PS93705000

1.	Contract Numbers: PS93705000	
2.	Recommended Vendors: Acento Advertising, Inc.	
3.	Type of Procurement : (check one) : <input checked="" type="checkbox"/> RFP <input type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 27, 2023	
	B. Advertised/Publicized: February 27, 2023	
	C. Pre-Proposal Conference: March 13, 2023	
	D. Proposals Due: April 10, 2023	
	E. Pre-Qualification Completed: September 20, 2023	
	F. Ethics Declaration Forms submitted to Ethics: May 18, 2023	
	G. Protest Period End Date: October 23, 2023	
5.	Solicitations Picked up/Downloaded: 42	Proposals Received: 7
6.	Contract Administrator: Antwaun Boykin	Telephone Number: (213) 922 -1056
7.	Project Manager: Bernadette Mindiola	Telephone Number: (213) 922 - 5646

A. Procurement Background

This Board Action is to approve Contract No. PS93705000 issued in support of a Multicultural Marketing Agency to increase brand awareness and favorability for Metro with the goals of growing and retaining customers, generating awareness and excitement for Metro's transportation vision and projects, engaging existing Metro customers, and growing our workforce by exposing career and contracting opportunities to diverse audiences. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate. The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 20%.

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

- Amendment No. 1, issued on March 29, 2023, extended the proposal due date.

A total of 42 firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal conference was held on March 13, 2023, that was attended by 13 participants representing 8 firms. There were 85 questions asked and responses were released prior to the proposal due date.

Seven (7) proposals were received by the due date of April 10, 2023, from the following firms listed below in alphabetical order:

1. Acento Advertising, Inc.
2. Axis Agency
3. Del Richardson & Associates
4. Lee Andrews Group, Inc.
5. ORCI and Associates
6. Sensis Agency
7. The Salon

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Metro Customer Experience and Transit Security Departments was convened and conducted a comprehensive technical evaluation of the proposals received.

Proposals were evaluated based on the following evaluation criteria stated in the RFP:

- Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team 25 Percent
- Experience in Transportation, LA County and Working with Diverse Communities 30 Percent
- Understanding of Work Scope and Approach for Implementation 30 Percent
- Cost 15 Percent

Several factors were considered when developing these weights, giving the greatest importance to Experience in Transportation, LA County and Working with Diverse Communities, and Understanding of Work Scope and Approach for Implementation.

During the period of May 23, 2023, to August 2, 2023, the PET independently evaluated and scored the technical proposals. The PET finalized and submitted their technical scores based on the written proposal. On August 2, 2023, the PET completed its evaluation of the proposals and determined Acento Advertising, Inc. was the highest-ranked firm to perform the required services.

Qualifications Summary of Firms:

Acento Advertising, Inc.

Acento Advertising, Inc. is located in Los Angeles and has been in business for 40 years. Acento Advertising, Inc. demonstrated relevant experience and expertise in providing multicultural marketing services. Acento Advertising, Inc.'s proposal displayed knowledge

of multicultural marketing and a passion for social impact. Their proposal included a well-thought-out detailed plan for providing the services.

The Axis Agency

The Axis Agency (Axis) is a full-service multicultural marketing agency operating out of West Hollywood. Axis has helped organizations and brands of all sizes and categories with customer engagement. Axis has performed marketing services for Metrolink, USC and General Motors.

Del Richardson & Associates

Del Richardson & Associates is headquartered in Inglewood and has 30 years of experience. Del Richardson & Associates is a certified Disadvantaged Business Enterprise (DBE) and has provided consulting services for Los Angeles County, Hollywood Park, and Toyota.

Lee Andrews Group, Inc.

Lee Andrews Group is a Los Angeles-based communications firm with over 20 years of experience. Lee Andrews Group has experience managing multiple community outreach projects and providing support and guidance to local government agencies and private entities. Lee Andrews Group has provided community and public outreach for Alameda Corridor-East Construction Authority and the City of Bakersfield.

ORCI and Associates

Operating out of Los Angeles, ORCI and Associates has over 35 years of experience providing multicultural marketing support throughout the County of Los Angeles. The firm has provided services for Honda, Chevron, and Dole.

Sensis Agency

Sensis, Inc. is a Los Angeles-based certified Disadvantaged Business Enterprise (DBE) marketing agency with more than 21 years of experience. Sensis has experience providing advertising, digital communications, and multicultural marketing services, across a variety of industries. Sensis has provided similar services for clients including Metrolink, Foothill Transit and Auto Club Speedway.

The Salon

Founded in 2020, The Salon is a full service, fully integrated advertising and marketing communications agency operating out of Los Angeles. The Salon provides diverse strategies for multicultural marketing and advertising campaigns. The Salon has partnered with Kaiser Permanente, Unilever, and Forever 21.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Acento Advertising, Inc.				
3	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	88.40	25.00%	22.10	
4	Experience in Transportation, LA County and Working with Diverse Communities	81.66	30.00%	24.50	
5	Understanding of Work Scope and Approach for Implementation	88.00	30.00%	26.40	
6	Cost	76.66	15.00%	11.50	
7	Total		100.00%	84.50	1
8	Sensis Agency				
9	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	80.10	25.00%	20.03	
10	Experience in Transportation, LA County and Working with Diverse Communities	81.66	30.00%	24.50	
11	Understanding of Work Scope and Approach for Implementation	74.50	30.00%	22.35	
12	Cost	100.00	15.00%	15.00	
13	Total		100.00%	81.88	2
14	The Axis Agency				
15	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	84.60	25.00%	21.15	
16	Experience in Transportation, LA County and Working with Diverse Communities	82.50	30.00%	24.75	
17	Understanding of Work Scope and Approach for Implementation	82.00	30.00%	24.60	
18	Cost	72.00	15.00%	10.80	
19	Total		100.00%	81.30	3
20	Lee Andrews Group, Inc.				
21	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	70.00	25.00%	17.50	

22	Experience in Transportation, LA County and Working with Diverse Communities	70.00	30.00%	21.00	
23	Understanding of Work Scope and Approach for Implementation	70.50	30.00%	21.15	
24	Cost	73.33	15.00%	11.00	
25	Total		100.00%	70.65	4
26	ORCI and Associates				
27	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	73.80	25.00%	18.45	
28	Experience in Transportation, LA County and Working with Diverse Communities	66.25	30.00%	19.88	
29	Understanding of Work Scope and Approach for Implementation	73.50	30.00%	22.05	
30	Cost	64.00	15.00%	9.60	
31	Total		100.00%	69.98	5
32	Del Richardson & Associates				
33	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	73.00	25.00%	18.25	
34	Experience in Transportation, LA County and Working with Diverse Communities	72.50	30.00%	21.75	
35	Understanding of Work Scope and Approach for Implementation	69.00	30.00%	20.70	
36	Cost	55.33	15.00%	8.30	
37	Total		100.00%	69.00	6
38	The Salon				
39	Teaming Effort and Key Personnel Experience and Capabilities on the Contracting Team	68.40	25.00%	17.10	
40	Experience in Transportation, LA County and Working with Diverse Communities	57.50	30.00%	17.25	
41	Understanding of Work Scope and Approach for Implementation	59.50	30.00%	17.85	
42	Cost	83.33	15.00%	12.50	
43	Total		100.00%	64.70	7

C. Price Analysis

The recommended price of \$8,799,840 has been determined to be fair and reasonable based upon price analysis, historical rates, and technical analysis. Staff successfully negotiated a cost savings of \$274,998.

Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
Acento Advertising, Inc.	\$9,074,838	\$3,349,960	\$8,799,840
Sensis Agency	\$6,960,970		
The Axis Agency	\$9,663,713		
Lee Andrews Group, Inc.	\$9,469,614		
ORCI and Associates	\$10,813,554		
Del Richardson & Associates	\$12,559,124		
The Salon	\$8,325,000		

The variance between the independent cost estimate (ICE) and the recommended amount is attributed to the ICE using lower labor rates, which were not fully burdened and did not include escalation for the option term.

D. Background on Recommended Contractor

Acento Advertising, Inc.

The recommended firm, Acento Advertising, Inc., is a full-spectrum marketing and multicultural agency based in Los Angeles. Acento Advertising, Inc. has served agencies and organizations such as American Lung Association, City of Hope and Wells Fargo among many others.

DEOD SUMMARY**MULTICULTURAL MARKETING AGENCY SUPPORT SERVICES / PS93705000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 20% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Acento Advertising, Inc. exceeded the goal by making a 27.21% DBE commitment.

Small Business Goal	20% DBE	Small Business Commitment	27.21% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	The Glue, LLC	Hispanic American	16.42%
2.	VPE Public Relations	Hispanic American	10.79%
Total Commitment			27.21%

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

Multicultural Marketing Agency Contract



Approve Recommendation

- AUTHORIZE the Chief Executive Officer to award and execute a four-year, firm fixed unit rate Contract No. PS93705000 to Acento Advertising, Inc. for Multicultural Marketing Agency Support Services, for a not-to-exceed amount (NTE) of \$4,295,160 for the two-year base term and \$4,504,680 for the two-year option term, for a total combined NTE amount of \$8,799,840, effective November 1, 2023, subject to the resolution of any properly submitted protest(s).

Background



- According to the 2022 Metro Customer Experience survey, Metro riders are ethnically diverse: 58% are Latino or Hispanic, 14% are Black/African American 12% are White/Caucasian and 8% are Asian/Pacific Islander.
- As the Customer Experience department continues its work to put customers at the center, it's imperative that we improve our ability to communicate with diverse audiences in a variety of languages, and in ways that are culturally relevant.
- Metro must proactively reach out to LA's communities in an authentic way, taking into consideration the nuances of each segment's heritage, profile and life experiences.



Metro

Action Meets Agency Goals

- **Deliver desirable transportation services for LA's key journeys**
 - *Refresh brand and update brand strategy and communications approach*

To help develop content and messaging that will resonate with our diverse audiences in culturally relevant ways, it is vital for Metro to partner with a multicultural marketing agency with expertise in understanding how current or potential customers relate to Metro as a brand, as well as understanding where communities overlap and influence each other.



Recommended Firm



- Staff recommends awarding this contract to Acento Advertising, Inc. (Acento), a full-service marketing communications firm specializing in multicultural marketing. Acento has a track record of developing and executing creative brand campaigns that deliver on their clients' business goals.
- Acento is skilled at creating genuine relationships with the diverse communities Metro serves, and is also experienced in reaching underdeveloped specialty markets, such as low-income and hard-to-reach targets. With their long-standing, minority-owned subcontractors, APartnership, The Glue and VPE Communications, and their collective experiences in working with diverse media targets, Acento can increase the effectiveness of a broader mix of vehicles to reach our culturally diverse audiences.
- Acento exceeded the goal with a 27.21% DBE commitment.



Metro

*Thank
You!*



Metro®



Board Report

File #: 2023-0488, File Type: Contract

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

ACTION: CONTRACT AWARD

RECOMMENDATION

CONSIDER authorizing the Chief Executive Officer:

- A. to award a firm-fixed price Contract No. TS83056-2 Integrated Data and Communication System (IDCS) to Siemens Mobility, Inc., for the design, manufacture, test, installation, and commission of the IDCS system for the A650 heavy rail fleet as base contract and the P3010, P2000, and P2550 light rail fleets, and the HR4000 heavy rail fleet as Options. The base contract amount for the A650 fleet is \$5,043,855 inclusive of sales tax; Option 1 for the P3010 fleet is \$18,051,025 inclusive of sales tax; Option 2 for the P2000 fleet is \$4,415,668 inclusive of sales tax; Option 3 for the P2550 fleet is \$4,775,826 inclusive of sales tax; and Option 4 for the HR4000 fleet is \$6,417,348 inclusive of sales tax, for a total Not-to-Exceed (NTE) contract amount of \$38,703,722, subject to the resolution of all properly submitted protest(s), if any.
- B. to increase the Life of Project (LOP) by \$10,456,129 from \$33,971,532 to \$44,427,661.

ISSUE

The IDCS will provide real-time access to information on the train, which will reduce operations and maintenance response and diagnostics time. Further, the IDCS will improve real time arrival predictions by tracking the vehicle location using the Global Positioning System (GPS) and will calculate the vehicle location when GPS is not available, such as in tunnels. The system will also allow for more automatic retrieval of historical maintenance data and CCTV video. In addition, live viewing of the CCTV system will be possible enabling security personnel to respond faster to incidents. Finally, this System will employ the latest in cybersecurity technology to prevent disruption from external and internal threats while providing our passengers with Wi-Fi access.

BACKGROUND

Metro is seeking to acquire the IDCS to provide real-time access to information on the train. Implementing the IDCS will greatly improve service reliability, customer experience and security. The

IDCS aims to improve train arrival prediction information; improve security and safety personnel response time and evidence collection by providing remote access to each vehicle's CCTV system; provide passenger Wi-Fi; and improve maintenance response time to vehicle reducing in-service delays.

The IDCS is comprised of two distinct subsystems: the physical device onboard, i.e., hardware; and the data management system, i.e., software. The Onboard device will monitor the train equipment to retrieve data and store it on Metro's IT-related sources and authorized servers but must not have the capability to control any other onboard system.

DISCUSSION

There are 4-key elements to the IDCS project:

1. Real-time download of on-board train systems data.
2. Accurate train location in the tunnels.
3. On-demand and remote access to downloading video clips or on-demand live streaming of a specific train's CCTV system.
4. Provides customers with Wi-Fi access.

Metro trains log a large amount of performance-related data in each of its major systems. Metro needs to install the IDCS hardware on the trains to be able to automatically access this data to provide better customer service, support better maintenance turn-around and recovery times to mainline incidents and obtain streaming surveillance video from the trains at any time to assist law enforcement. The equipment will communicate to a data management system through software allowing for data transfer to local servers for analysis.

Improving the customer experience is one of Metro's tenets and having Wi-Fi access is an amenity that many customers expect whenever they occupy a building or vehicle. The Metro trains do not currently have free public Wi-Fi, the IDCS will enable this feature. In addition, train reliability and quick return to service after an incident can greatly improve service reliability.

This state-of-the-art project is extremely critical to provide improved train arrival predictions, remote access to CCTV video, passenger Wi-Fi, and vehicle health monitoring.

DETERMINATION OF SAFETY IMPACT

The approval of this Contract award will have a direct and positive impact to system safety, service quality, system reliability, maintainability, and overall customer satisfaction. The IDCS project will permit Metro to embrace technological improvements to improve maintenance capabilities, improve the train arrival prediction algorithm, and provide access to real-time CCTV video.

FINANCIAL IMPACT

The Project LOP for project 214004 includes funds for the IDCS equipment and installation, software services for one year, spares, Metro labor, and project contingency, for a total of \$44,427,661.

Currently, there is \$ 2,500,000 budgeted in the FY24 budget in Cost Center 3942, under CP-214004, IDCS project.

Since this is a multi-year contract, the cost center manager will be responsible for dispersing the cost for subsequent years.

Impact to Budget

The current source of funds for this action is State funding that is eligible for Bus and Rail Operation and Capital activities. Concurrently, staff is actively pursuing additional State and Federal sources such as the FAST Act and other eligible federal sources to further supplement this project. Staff is also pursuing additional State and Local funding sources such as Cap and Trade and similar sources as they become available to meet the project funding needs.

EQUITY PLATFORM

The IDCS will be installed on all rail vehicles and operate on all Lines. However, the project will commence with the A650 fleet which is operated on Metro's B and D Lines. As seen in Attachment C, each of Metro's rail lines service EFCs and nearly all the B and D Line stations are located within EFC areas.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. The completion and rollout of the IDCS project will provide state-of-the-art assets that will provide train location, passenger WIFI, real-time CCTV viewing, and vehicle health monitoring for all Metro trains.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and subject matter experts available to perform this work.

The Board of Directors may choose not to authorize the Options award for this project; however, this alternative is not recommended by Metro staff because this IDCS project is new to all the rail fleets in Metro. Delay in exercising the Options will cause a delay in providing these improved services to the remaining Metro rail fleets.

NEXT STEPS

Upon Board approval, Metro will issue the contract.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Metro EFC Map 2022

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(213)-617 -6280
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Debra Avila, Deputy Chief Officer, Vendor Contract Management, 213 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

INTEGRATED DATA AND COMMUNICATIONS SYSTEM (IDCS) – (TS83056-2)

1.	Contract Number: TS85036-2	
2.	Recommended Vendor: SIEMENS MOBILITY, INC	
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: 02-03--2022	
	B. Advertised/Publicized: 02-01-2022	
	C. Pre-Bid Conference: 02-24-2022	
	D. Bids Due: 05-19-2023	
	E. Pre-Qualification Completed: 03-22-2023	
	F. Conflict of Interest Form Submitted to Ethics: 05-26-2023	
	G. Protest Period End Date: 11-10-23	
5.	Solicitations Picked up/Downloaded: 66	Bids Received: 2
6.	Contract Administrator: Aniza Wan nawang, Contract Administrator	Telephone Number: 213 922 4677
7.	Project Manager: Bob Spadafora	Telephone Number: 213 922 3144

A. Procurement Background

This Board Action is to approve Contract No. TS83056-2 to design, develop, install, integrate, commission, operate and test an Integrated Data and Communication System (IDCS) with two distinct subsystems which are the monitoring system (hardware) and the data management system (software) for the A650 heavy rail vehicle fleet as the base contract requirement with the remaining four (4) fleets: the P3010, P2000 and P2550 light rail vehicles, and the HR4000 heavy rail vehicle, included as options to the contract, subject to resolution of any properly submitted protests. The contract type is a Firm Fixed Price for the base contract and each of the four (4) options and is expected to be completed in 5 years after the issuance of Notice to Proceed.

The Request for Proposal (RFP) document (TS83056-2) was initially issued on January 28, 2022, downloaded by 66 interested firms, and responded by two (2) proposers; Siemens Mobility Inc and Quester Tangent. A total of twelve (12) amendments were issued in order to ensure clear requirements and compliant submissions from the proposers.

Negotiations were conducted after initial proposal reviews resulting in BAFO III proposals received on May 19, 2023 from both proposers. The BAFO proposals were reviewed and contained no apparent exceptions or qualifications and were therefore both considered in the final evaluation by the PET. However, the proposal submitted by Quester Tangent was ultimately determined as non-responsive for failing to meet the DBE goal requirement in the solicitation.

During the solicitation phase of this RFP through BAFO III, Metro issued twelve (12) amendments and nine (9) sets of clarifications, answering a total of sixty-five (65) questions received from the bidders.

B. Evaluation of Proposals

This procurement was conducted in accordance with LACMTA Acquisition Policy for a competitively negotiated procurement. The two (2) proposals received are listed below in alphabetical order:

1. Quester Tangent Corporation
2. Siemens Mobility, Inc

The PET is comprised of Metro staff members from Transit Vehicle Engineering, Information Technology and Rail Fleet Services who performed an evaluation of the technical proposal in accordance with the RFP. The PET conducted a full evaluation and ranking of the technical proposals. The technical evaluation consisted of evaluating, scoring and ranking of each of the proposer's technical capabilities, their proposed design, previous performance and experience, and project management team and key personnel in accordance with the evaluation criteria set forth in the RFP. The proposals required multiple rounds of clarifications and discussions but were eventually found to be technically and commercially acceptable and in compliance with the requirements of the RFP. The final evaluation scoring was as follows:

Evaluation	Weightage	Weighted Score	
		Quester Tangent	Siemens Mobility
Technical Proposal (80 points)			
1. Technical capability	20	14.3	18.8
2. Proposed design	30	21.8	27.6
3. Experience	20	14.9	19.5
4. Project Management	10	7.1	9.3
Total Technical Proposal Score		58.1	75.2
Price Proposal (20 points)	20	4.7	20.0
Total Weighted Score	100	62.7	95.2
Rank		2	1

The firm recommended for award; Siemens Mobility Inc was found to be responsive with the RFP requirements.

Quester Tangent Corporation was determined to be non-responsive since they did not meet the Disadvantaged Business Enterprise (DBE) commitment of eighteen percent (18%) of the total contract price.

C. Price Analysis

In accordance with Metro's Acquisition Policy and Procedures for a competitive acquisition, a price analysis is required. Therefore, staff performed a Price Analysis in compliance with Metro's Acquisition Policy for competitive acquisitions. The Price Analysis consisted of a comparison of the proposed price against the Independent Cost Estimate (ICE).

Item	Quester Tangent	Siemens Mobility	ICE
Base A650	\$30,240,559	\$5,043,855	\$6,177,237
Option 1 P3010	\$59,347,449	\$18,051,025	\$16,643,101
Option 2 P2000	\$29,458,008	\$4,415,668	\$4,787,895
Option 3 P2550	\$24,574,264	\$4,775,826	\$4,290,175
Option 4 HR4000	\$22,154,480	\$6,417,348	\$4,801,592
Total Proposal Price	\$165,774,759	\$38,703,722	\$36,700,000

Based on the final offer received, Siemens Mobility submitted the lowest price at \$38,703,722 which is 5.5% higher than the ICE while Quester Tangent's Price Proposal at \$165,774,759 is over 350% higher than the ICE.

It is determined that the proposed price from Siemens Mobility is the best attainable, fair and reasonable, based on adequate price competition, technical evaluation and price analysis using the ICE.

D. Background on Recommended Contractor

Siemens Mobility Inc. is a subsidiary of Siemens AG and has established North America's only permanent design, manufacturing, test and service facility for light rail vehicles, locomotives, and coaches specifically to guide our customers over the 30+ year design life of modern rail vehicles. Siemens Mobility is headquartered in McClellan Park, California. The McClellan Park Facility houses a full vehicle service center which provides services such as accident repair, high and low voltage repairs, overhaul, and refurbishment, as well as a dedicated Bogie Service Center which specializes in bogie overhauls, repairs, and upgrades.

Siemens Mobility employs 140+ engineers in the USA, whose expertise in maintenance, system integration, and cyber security. Siemens on going contract includes the Monitoring and Diagnostic System Upgrade for Bombardier LRV with Metropolitan Council, MIN, Fleet Monitoring and Diagnostic System Update for Valley Metro, Phoenix AZ, Amtrak ACS-64 Technical Support and Spares Supply Agreement (TSSSA) for Amtrak USA and Full Service Contract for Brightline, FL. These contracts are anticipated to finish by 2029 with exception to the Brightline contract which is ongoing for 30 years.

DEOD SUMMARY**INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS) / TS83056-2****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an 18% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Siemens Mobility Inc. made an 18% DBE commitment.

Small Business Goal	18% DBE	Small Business Commitment	18% DBE
----------------------------	----------------	----------------------------------	----------------

	DBE Subcontractor	Ethnicity	% Committed
1.	Kambrian Corporation	Asian Pacific	18%
Total Commitment			18%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

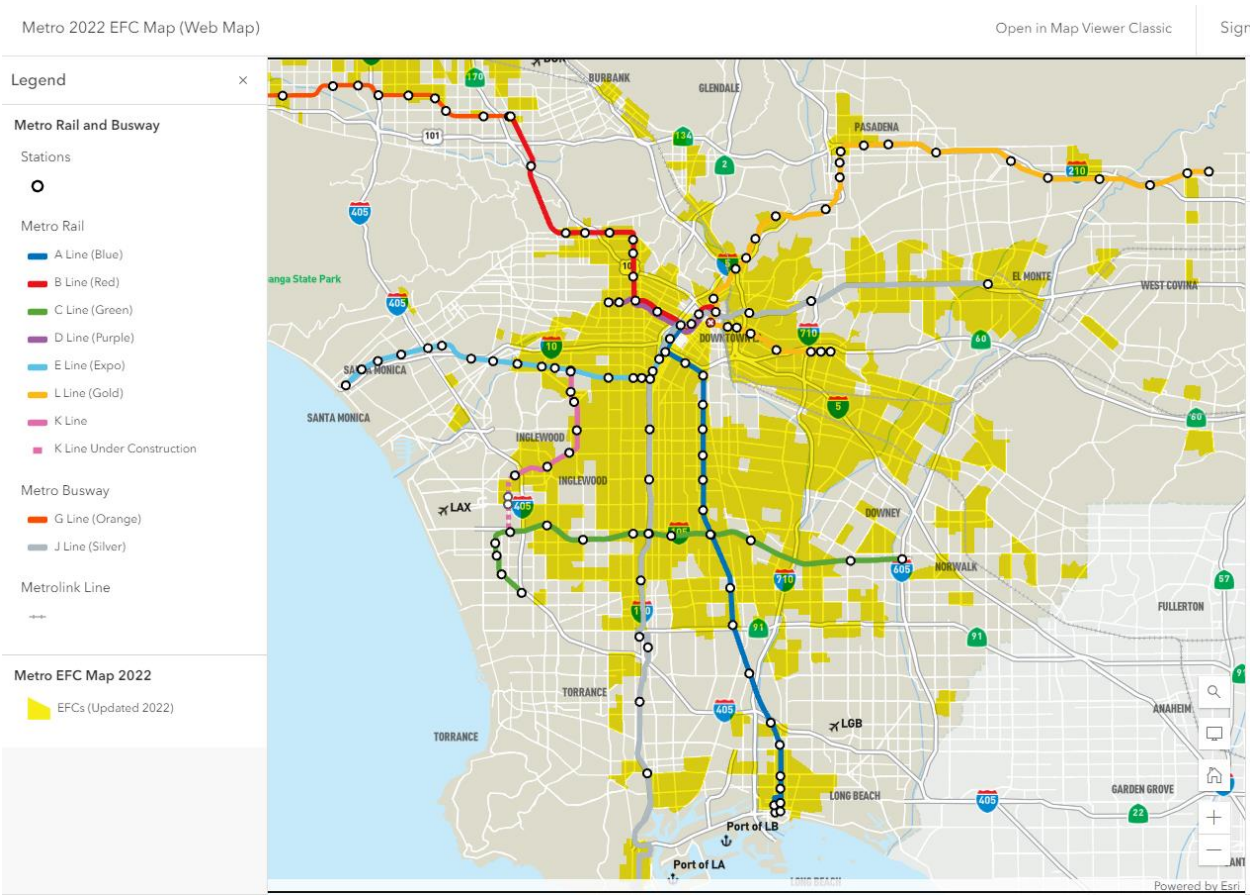
D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

Attachment C - Metro EFC Map 2022





Board Report

File #: 2023-0537, **File Type:** Contract

Agenda Number: 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

**SUBJECT: ELEVATOR AND ESCALATOR - VERTICAL TRANSPORTATION MONITORING
SYSTEM**

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a sole source firm fixed price Contract No. PS87784000 to Integrated Display Systems LLC, to provide vertical transportation remote monitoring maintenance support software, hardware, design, and onsite installation oversight services for Elevators and Escalators throughout the Metro System, in the amount of \$3,471,433 for the five-year base period, and \$1,968,134 for a one, three-year option term, and \$367,641 for the five-year on-site maintenance support services, for a combined contract amount of \$5,807,208, subject to resolution of any properly submitted protest(s), if any.

ISSUE

Currently, Metro has 231 elevators and 173 escalators systemwide that are heavily used. Metro has a need for a Vertical Transportation (VT) Monitoring System to monitor the operation of all elevators and escalators throughout the transit system. The monitoring system will be configured so that the status of all Metro escalators and elevators is viewable and controllable from new and existing monitoring stations.

BACKGROUND

Metro's VT performance standard requires that its VT Monitoring System be capable of providing real-time elevator/escalator system condition monitoring and reporting with no delay so that staff can respond quickly to any VT issues. Integrated Display Systems, Inc. is currently the only vendor that is known to provide real-time elevator/escalator status monitoring and reporting software that is capable of relaying immediate alerts when it detects a malfunction. Metro requires elevator and escalator monitoring system software and supporting hardware and three (3) monitoring stations sufficient to provide coverage for the existing 231 elevators and 173 escalators within Metro's system, with an option to provide monitoring services for future Metro expansions. Lift-Net software is a proprietary software of Integrated Display Systems, Inc. and has no authorized third-party provider of its product or service. No other VT monitoring system in today's market is known to offer real-time monitoring and reporting capability equal to that of Lift-Net.

Without a real-time VT monitoring and reporting system, Metro will continue to rely on reports from Metro field staff and patrons to dispatch maintenance personnel. Staff will be unable to monitor degrading key performance parameters in real-time, responding only after a complete unit failure has occurred.

DISCUSSION

The Lift-Net Remote Monitoring System is currently installed and in use at Metro's Gateway Headquarters building. Its ability to monitor status in real-time across different elevator and escalator brands, a feature proprietary to Lift-Net only, and transmit warning signals of potential issues early, has been proven effective in reducing VT downtime and has had a significant positive impact on staff's ability to keep the Gateway elevators and escalators in good operating condition. It is for this reason that Metro staff want to install Lift-Net as the Vertical Transportation Monitoring System throughout the transit system.

There are a total of 404 elevators and escalators within Metro's transit system. On average, these units experience over 28,000 hours of downtime per year. With implementation of this system, staff anticipates an overall 25% improvement in downtime. Out-of-Service elevators and escalators greatly affects users' experience. While temporary shutdowns for repairs happen, it is essential to take the proper measures to bring elevators and escalators back into service as soon as possible to support a positive customer experience and remain compliant with the American with Disabilities Act. The work to be performed under this award is part of Metro's overall efforts to modernize its elevators and escalators.

DETERMINATION OF SAFETY IMPACT

The services provided through this contract enable Metro to maintain a safer and more reliable Elevator Escalator VT system to monitor issues in real-time and respond faster.

FINANCIAL IMPACT

Funding for this contract will come from capital project 204805 - Elevator Modernization and Escalator Replacement. The Board approved Life-of-Project (LOP) budget is \$126,692,000. The amount of \$740,242 is included in the FY24 budget. . Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future fiscal years.

Impact to Budget

The current source of funds for this action comes from State and Local funding sources that are eligible for Operating and Capital projects. These funds are eligible for bus and rail operations.

EQUITY PLATFORM

Elevators and escalators are located at Metro facilities throughout Los Angeles County and provide a critical service for people with disabilities, people with rolling devices (e.g., strollers, carts, luggage), people with mobility assistance needs, as well as all Metro customers. Implementing the Lift-Net Monitoring System adds the capability for maintaining the operation of elevators and escalators by

monitoring any interruptions and responding in a timely manner to minimize the impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro 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.

This contract will help maintain safety, service, and reliability standards in an effort to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Metro may choose to purchase monitoring systems for each brand of elevator and escalator in its system. However, purchasing a monitoring system separately for each elevator/escalator brand is not considered economical as individual brand-specific systems will be limited in application (a brand-specific VT system will only work with the brand/model it is designed for), and can result in duplicated and isolated VT monitoring “islands”. Maintaining multiple VT monitoring systems in optimum condition will result in duplicated efforts and replicated maintenance costs with minimal benefits. More importantly, having multiple VT monitoring systems at the same time does not meet Metro’s requirement for a centralized VT monitoring product that is capable of instantly reporting on the health of Metro’s elevators and escalators, regardless of their brand and model.

The Board may also choose not to proceed with the contract award, however, this is not recommended as Integrated Display Systems, Inc. meets the requirements in the RFP.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS87784000 to Integrated Display Systems, LLC for the vertical transportation monitoring system and software support services.

ATTACHMENTS

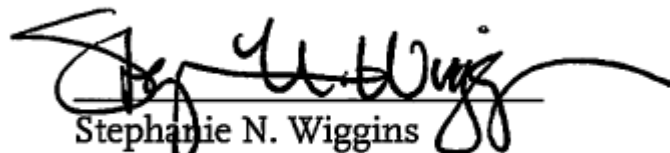
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Rudy Loera, Senior Director, Systems Engineering, (213) 617-6225
Kelvin Zan, Executive Officer, Operations Engineering, (213) 617-6264
Errol Taylor, Deputy Chief Operations Officer, Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Officer, Vendor/Contract Management (213) 418-3051

Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

VERTICAL TRANSPORTATION MONITORING SYSTEM / PS87784000

1.	Contract Number: PS87784000	
2.	Recommended Vendor: Integrated Display Systems, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: October 5, 2022	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: April 17, 2023	
	E. Pre-Qualification Completed: July 6, 2023	
	F. Ethics Declarations Form Submitted to Ethics: April 26, 2023	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: 1
6.	Contract Administrator: Aielyn Dumaua	Telephone Number: (213) 922-7320
7.	Project Manager: Rudy Loera	Telephone Number: (213) 617-6225

A. Procurement Background

This Board Action is to approve the award of Contract No. PS87784000 to provide a vertical transportation (VT) monitoring system to monitor the operation of elevators and escalators throughout the Metro system. Currently, Metro has 231 elevators and 173 escalators.

Request for Proposal (RFP) No. PS87784000 was issued on October 5, 2022, as a single source procurement in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veterans Business Enterprise (DVBE) goal for this procurement due to the lack of subcontracting opportunities.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 27, 2023, revised the scope of services to clarify the technical requirements, provided a list of existing and future service locations, extended the proposal due date, and revised the schedule of quantities and prices to align with the changes in the scope of services.
- Amendment No. 2, issued on April 10, 2023, revised the scope of services to clarify the required on-site maintenance support, extended the proposal due date, and revised the schedule of quantities and prices to include a line item for the maintenance agreement.

B. Evaluation of Proposal

Currently, different brands and types of elevators and escalators are installed throughout the Metro system, including the Metro headquarters and non-revenue facilities. A study conducted by a Metro consultant revealed that no single elevator and escalator equipment manufacturer (OEM) can monitor all types of vertical equipment that Metro has.

Metro staff has determined that Integrated Display Systems, LLC (IDS) is the only vendor that can provide a Vertical and Horizontal Transportation Monitoring System (VHTMS). Lift-Net, IDS's standalone VHTM system, can monitor and control all makes and models of elevators, escalators, and moving walks. It allows different makes of elevators to co-exist on the same network and be viewed and controlled on any network monitoring station. Lift-Net further allows multiple banks of elevators, including multiple buildings, to be monitored and controlled on any network monitoring station.

C. Price Analysis

The recommended price has been found to be fair and reasonable based on price analysis, independent cost estimate (ICE), and technical analysis.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Integrated Display Systems, LLC	\$5,807,208	\$8,054,249	\$5,807,208

The recommended contract amount is 28% lower than the ICE because the ICE did not consider economies of scale. A total of 231 existing elevators and 173 escalators are anticipated to be connected to Lift-Net.

D. Background on Recommended Contractor

The recommended firm, Integrated Display Systems, LLC, (IDS) is headquartered in Arlington Heights, Illinois and has been in business since 2020. The predecessor business, Integrated Display Systems, Inc. and the Lift-Net product itself, was started in 1992.

IDS is a subsidiary of Hyperion Solutions, LLC, a provider of systems and components, digital solutions and technical services for the vertical transportation industry. Existing clientele include the State of Virginia, Columbia University, Federal Reserve Bank, New York City Transit, San Francisco MTA, airports in Newark, and Cities of Orlando, Tampa, Salt Lake and Kansas.

DEOD SUMMARY

VERTICAL TRANSPORTATION MONITORING SYSTEM / PS87784000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this sole source solicitation due to lack of subcontracting opportunities. It is expected that Integrated Display Systems LLC will perform the services of this contract with their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0557, **File Type:** Contract

Agenda Number: 32.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: UNIFORM RENTAL SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP44851-20008370 to Prudential Overall Supply, to provide uniform rental services, for a not-to-exceed (NTE) amount of \$3,256,271 for the three-year base period and \$3,575,446 for the one, three-year option, for a total combined NTE amount of \$6,831,717, effective December 1, 2023, subject to the resolution of all properly submitted protest(s), if any. Include an additional \$267,000 in contract authority for closeout activities from Prudential Overall Supply's existing contract.

ISSUE

The existing uniform rental services Contract No. OP671430003367 with Prudential Overall Supply expires December 31, 2023. To ensure service continuity, a new contract award is required effective December 1, 2023.

BACKGROUND

On January 26, 2017, the Metro Board of Directors approved the award of a firm fixed unit rate Contract No. OP671430003367 for uniform rental services with Prudential Overall Supply, to provide uniform rental services for approximately 2,300 employees working throughout 24 Metro locations, as well as providing vehicle seat covers and laundry services for hand towels and floor mats.

During the life of the contract and to support Metro's system expansion projects, uniform rental services were expanded to include three (3) additional locations for the K Line (C/LAX) Division 16, and Maintenance of Way (MOW) Locations 64 and 67, with over 200 new employees, for an updated total of over 2,500 employees serviced systemwide, throughout 27 Metro locations.

Timely uniform rental, delivery, and laundry services are necessary to ensure compliance with the existing agreements between Metro and the collective bargaining units, to meet garment safety requirements for Metro-represented labor employees working within safety-sensitive positions, and to

clearly identify Metro-represented labor employees within their different trades. Metro is required to provide each of the units' employees with up to 11 uniform sets per employee, as well as provide laundry services for such regulation uniforms. Employees are issued different colors, materials, and types of garments based on their job classification and type of work performed, including but not limited to short or long-sleeve shirts, coveralls, and flame-resistant uniforms. Female cut and pregnancy stretch pants are also available upon request.

DISCUSSION

Under the new contract recommended for award, the contractor is required to provide new sets of uniforms, including coordinating the fitting of over 2,500 employees, purchasing over 55,000 new garments, and delivering these new uniforms to 27 locations while collecting and accounting for existing uniforms as part of existing contract closeout activities. These actions are necessary to ensure timely issuance of uniforms to Metro represented employees in accordance with Collective Bargaining Units' agreements.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure compliance with the existing agreements between Metro and the collective bargaining units, meet garment safety requirements for Metro-represented labor employees working within safety-sensitive positions, and clearly identify Metro-represented labor employees within their different trades.

FINANCIAL IMPACT

Funding of \$714,904 for uniform rental services for the remainder of FY24 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager, Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the costs for future years.

Impact to Budget

The current source of funds for this action includes State and Local sources that are eligible for Bus and Rail operations activities.

EQUITY PLATFORM

Staff are issued uniforms based on their job classification and the type of work they perform. Cut and material to accommodate gender diversity and pregnancy are also available upon request.

As part of this solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on March 16, 2022. The outreach event was advertised to existing businesses registered with Metro's Diversity and Economic Opportunity Department (DEOD). During the event, staff

provided an overview detailing the new enhanced Medium Size Business Enterprise (MSZ) and Small Business Enterprise (SBE) Programs' policy for competitively negotiated procurements.

The Metro DEOD did not establish a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to a lack of subcontracting opportunities. Although SBE/DVBE goals were not established for this project, Metro will continue to encourage bidders/proposers to perform outreach and utilize SBE/DVBE firms.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing ongoing uniform rental services will ensure compliance with the existing agreements between Metro and the collective bargaining units, meet garment safety requirements for Metro-represented labor employees working within safety-sensitive positions, and clearly identify Metro-represented labor employees within their different trades.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, impacting Metro's agreements with collective bargaining units, employee safety, cleanliness, operations, and customer experience.

With the completion of a financial-based insourcing/outourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outourcing options for uniform rental services, among other services. Based on the findings, uniform rental services were not recommended for insourcing as it would require Metro to renegotiate the existing agreements between Metro and the collective bargaining units, remove the requirement for uniform rental services, along with purchase of a large quantity of garments, additional equipment, vehicles, and supplies to provide uniforms.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP44851-20008370 with Prudential Overall Supply to provide uniform rental services for labor-represented Metro employees, as well as provide vehicle seat covers and laundry services for hand towels and floor mats, effective December 1, 2023.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared_by

Prepared by: Lena Babayan, Executive Officer, Operations Administration (Interim), (213) 922-6765

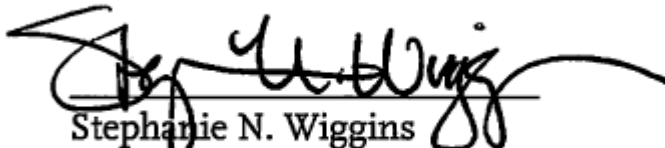
Carlos Martinez, Director, Facilities Contracted Maintenance Services, (213) 922-

6761

Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061

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

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNIFORM RENTAL SERVICES / OP44851-20008370

1.	Contract Number: OP44851-20008370	
2.	Recommended Vendor: Prudential Overall Supply	
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: May 8, 2023	
	B. Advertised/Publicized: May 8, 2023	
	C. Pre-Proposal Conference: May 15, 2023	
	D. Proposals Due: June 13, 2023	
	E. Pre-Qualification Completed: September 13, 2023	
	F. Conflict of Interest Form Submitted to Ethics: June 16, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 8	Bids/Proposals Received: 2
6.	Contract Administrator: Antonio Monreal	Telephone Number: 213-922-4679
7.	Project Manager: Alberto Garcia	Telephone Number: 213-922-6760

A. Procurement Background

This Board action is to approve the award of Contract No. OP44851-20008370 to provide uniform rental services to over 2,500 labor union-represented Metro employees, which includes laundry services for uniforms, hand towels, floor mats, and seat covers. Board approval of contract award is subject to the resolution of all properly submitted protest(s), if any.

Prior to the release of a solicitation, a Systemwide Metro Connect Industry Forum Outreach event was conducted on March 16, 2022. The outreach event was advertised to existing businesses registered with Metro's Diversity and Economic Opportunity Department (DEOD). During the event, staff provided an overview detailing the new enhanced Medium Size Business Enterprise (MSZ) and Small Business Enterprise (SBE) Programs' policy for competitively negotiated procurements.

On January 13, 2023, Metro released Request for Proposal (RFP) No. OP44851 for uniform rental services. This initial solicitation was issued with a 5% SBE goal and a 3% DVBE goal. Two proposals were received by the proposal due date. However, both proposals failed to meet the SBE or DVBE commitments and were deemed non-responsive. Hence, the solicitation was canceled.

On May 8, 2023, RFP No. OP44851-2 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is a firm-fixed unit rate. The Diversity & Economic Opportunity Department did not recommend an

SBE/DVBE participation goal for this procurement due to a lack of subcontracting opportunities.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued May 26, 2023, extended the proposal due date.
- Amendment No. 2, issued August 10, 2023, updated Exhibit 2 – Schedule of Quantities and Prices.

A total of 8 firms downloaded the RFP and were included on the planholders' list. A virtual pre-proposal conference was held on May 15, 2023. There were no questions received for this RFP.

Two proposals were received by the due date of June 13, 2023, and are listed below in alphabetical order:

1. Prudential Overall Supply
2. UniFirst Corporation

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Rail Transit Facilities Maintenance Services and Facilities Contracted Maintenance Services, was convened and conducted a comprehensive technical evaluation of the proposals received.

Evaluations were conducted from June 26, 2023, through July 19, 2023.

The proposals were evaluated based on the following evaluation criteria stated in the RFP:

Phase I - Evaluation of Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum requirements, proposers must meet the following at the time of proposal submittal:

- Prime contractor must have a minimum of three (3) years of experience providing uniform and laundry services;
- Proposer must own or lease a minimum of six (6) uniform delivery vehicles to provide laundry drop-off and pick-up services; and
- Proposer must have an online portal or website with a secure log-in to provide access to rental activity information.

Phase II - Weighted Evaluation: Proposers that meet the Phase 1 Minimum Qualification requirements were further evaluated based on the following criteria:

- Qualification of the Firm/Team 15%
- Qualifications and Experience of Key Personnel 20%
- Management Plan/Approach 35%
- Cost Proposal 30%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the management plan and approach to perform the work.

At the conclusion of the evaluation process, the PET determined Prudential Overall Supply to be the highest-ranked firm.

Qualifications Summary of Firms:

Prudential Overall Supply

Prudential Overall Supply (POS), headquartered in Irvine, California, has been in business for over 90 years. It is a full-service uniform and textile laundry service company that rents, leases and sells uniforms for various municipal, industrial, and service industries. It has 38 plants, 14 service centers, and processing facilities in the cities of Commerce, Carson and Moorpark. Its clients include San Bernardino Municipal Water Department, City of San Bernardino, and Kite Pharma.

UniFirst Corporation

Unifirst Corporation, founded in 1936, is headquartered in Wilmington, Massachusetts. It is an international workwear and textile service company with five manufacturing plants located in the United States, Mexico, and Nicaragua. It rents, leases and sells uniforms, protective apparel, career wear, and facility service products to businesses in all industries. Existing clients in Southern California include County of Los Angeles, Moreno Valley Mall, and Kaiser Permanente.

The following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Prudential Overall Supply				
3	Qualification of the Firm/Team	83.33	15%	12.50	
4	Qualifications and Experience of Key Personnel	84.45	20%	16.89	
5	Management Plan/Approach	82.51	35%	28.88	
6	Cost Proposal	95.83	30%	28.75	
7	Total		100.00%	87.02	1
8	UniFirst Corporation				
9	Qualification of the Firm/Team	40.00	15%	6.00	
10	Qualifications and Experience of Key Personnel	10.00	20%	2.00	
11	Management Plan/Approach	36.69	35%	12.84	
12	Cost Proposal	100.00	30%	30.00	
13	Total		100.00%	50.84	2

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on the independent cost estimate (ICE), price analysis, fact-finding, and technical evaluation. The variance between the recommended amount and the ICE is due to an annual escalation rate of 4.25% included in the ICE versus the 1.3% escalation rate included in the recommended amount.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1.	Prudential Overall Supply	\$ 6,831,717	\$ 9,391,234	\$ 6,831,717
2.	UniFirst Corporation	\$ 6,547,713		

D. Background on Recommended Contractor

Prudential Overall Supply (POS), a privately held company established in 1932, is headquartered in Irvine, California. Its service programs include uniform rental, uniform lease, uniform purchase and cleanroom services for industrial uniform programs and related services.

POS' proposed Project Manager has 13 years of experience managing the Metro contract while other proposed key personnel have over seven years of experience working with Metro.

POS has been providing uniform rental services to Metro since 2008 and performance has been satisfactory.

DEOD SUMMARY

UNIFORM RENTAL SERVICES / OP44851-20008370

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to lack of availability of certified firms that perform this service. It is expected that Prudential Overall Supply will perform the services of this contract with their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Metro

Board Report

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

File #: 2023-0574, **File Type:** Contract

Agenda Number: 33.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: HIGH SPEED/VOLUME COPIERS & EQUIPMENT FOR METRO COPY CENTER

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. PS110638000 with Canon Solutions America, Inc., to continue to provide the lease and maintenance of high-speed copiers and document finishing equipment for the Metro Copy Center, in the amount of \$200,000, increasing the contract not-to-exceed amount from \$1,749,625 to \$1,949,625, and extend the period of performance from February 1, 2024, through April 30, 2024.

ISSUE

The existing contract with Canon Solutions America, Inc. (Canon) for the lease of high-speed copiers, document finishing equipment, maintenance, and other services will expire on January 31, 2024.

Approval of this Contract Modification will ensure service continuity and allow for sufficient time for proposers to respond to the RFP that has been issued, and to increase competition for these services. In addition, this contract modification will provide for the transition/mobilization period required for the acquisition and installation of the new high-speed copier equipment and removal of the old equipment without service disruption when the new contract is awarded.

BACKGROUND

The current contract was awarded in September 2018, with the period of performance ending on January 31, 2024. Metro issued an RFP to reprocur these services and proposals are due in October 2023. Approval of this Contract Modification will allow time to respond to award the contract and negotiate a new contract while ensuring a smooth transition.

Due to the heavy use of the equipment, it is reaching the expected life cycle replacement, and the

new contract will allow Metro to implement new technology and software Managed Print Services. Managed Print Services monitors use of the high-speed copiers and addresses malfunctions and required repairs. In addition, it will place orders for replacement parts and supplies. This will allow for efficient management of printing and imaging services.

DISCUSSION

Metro's Copy Center requires high-speed copy machines, laminating equipment, binding, and other finishing equipment to produce a wide range of documents that are required for agency business, including:

- Bus and rail "shake-up" materials
- Board and committee agenda packets
- Budget books
- Bound departmental reports
- Departmental forms
- Large format blueprints and posters
- Procurement IFB and RFP Packages
- Training manuals
- EIR/EIS and other planning documents

Documents are sent to the Copy Center whenever they can be produced more cost effectively and at a higher quality than is possible on convenience copiers.

DETERMINATION OF SAFETY IMPACT

Approval of this Board item will not impact the safety of Metro employees or riders.

FINANCIAL IMPACT

The funding of \$200,000 for this service is included in the FY24 Budget in cost center 6420 Copy Services, within project 100001 General Overhead. The cost center manager and Chief People Officer will be accountable to ensure funds are available for these services.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of federal, state, and local funds. These funds are eligible for bus and rail operating costs.

EQUITY PLATFORM

There are no adverse equity impacts anticipated from this contract modification. This will allow continued support of Metro's workforce with printing documents for the agency.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan Goal #5 (Provide responsive, accountable, and trustworthy governance). By continuing to be responsive, accountable, and trustworthy, Metro will build credibility with decision-makers, customers, and employees and be able to perform more effectively to the changing needs of its business practices.

ALTERNATIVES CONSIDERED

One alternative would be to purchase the existing equipment at the current market value and purchase maintenance services and spare parts required to keep the machines operational. This alternative is not recommended because the current equipment will become less reliable as it ages. This could delay document production, including documents required for high priority projects.

Another alternative would be to outsource all high-volume jobs to an outside vendor. Sending all photocopying to an outside vendor would extend response time for production of critical documents. This alternative would also require modification of Metro's collective bargaining agreement with TCU that represents Copy Center employees who perform this work.

NEXT STEPS

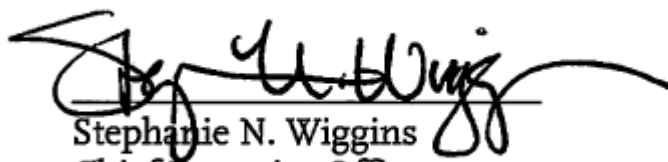
Upon Board approval, staff will execute Contract Modification No. 3 to Contract No. PS110638000 with Canon Solutions America, Inc., to continue to provide lease and maintenance of high-speed copiers and document finishing equipment and other related services.

ATTACHMENTS

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

Prepared by: Yolanda Limon, Manager, General Services,
(213) 922-2113
Don Howey, Executive Officer, Administration,
(213) 922-8867
Debra Avila, Deputy Chief Officer, Vendor/Contract Management
(213) 418-3051

Reviewed by: Seleta Reynolds, Chief Innovation Officer/(Interim) Chief People Officer ,(213)
922-4098



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

HIGH SPEED/VOLUME COPIERS & EQUIPMENT
FOR METRO COPY CENTER / PS110638000

1.	Contract Number: PS110638000			
2.	Contractor: Canon Solutions America, Inc.			
3.	Mod. Work Description: Continue existing services and extend the period of performance from February 1, 2024 through April 30, 2024			
4.	Contract Work Description: Provide high speed/volume copiers and equipment for Metro Copy Center			
5.	The following data is current as of: 9/7/23			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	9/27/18	Contract Award Amount:	\$ 1,590,568
	Notice to Proceed (NTP):	N/A	Total of Modification Approved:	\$ 159,057
	Original Complete Date:	1/31/24	Pending Modification (including this action):	\$ 200,000
	Current Est. Complete Date:	4/30/24	Current Contract Value (with this action):	\$ 1,949,625
7.	Contract Administrator: Antonio Monreal		Telephone Number: (213) 922-4679	
8.	Project Manager: Raul Gomez		Telephone Number: (213) 922-4356	

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. PS110638000 to continue to provide high speed/volume copiers and document finishing equipment for the Metro Copy Center and extend the period of performance from February 1, 2024, through April 30, 2024.

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

In September 2018, the Board approved the award of a five-year contract to Canon Solutions America, Inc. to provide high speed/volume copiers and equipment for Metro's Copy Center.

Two modifications have been issued to date.

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

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon the independent cost estimate (ICE), technical analysis, and price analysis. Rates that were established as part of the competitive contract award in 2018 remain unchanged.

Proposed Amount	Metro ICE	Recommended Amount
\$200,000	\$200,000	\$200,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

HIGH SPEED/VOLUME COPIERS & EQUIPMENT
FOR METRO COPY CENTER / PS110638000

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1	Add Print Shop and Design Studio Software	Approved	4/15/19	\$ 29,989
2	Continue existing service and extend the period of performance (POP) through January 31, 2024.	Approved	9/11/23	\$ 129,068
3	Continue existing service and extend POP through April 30, 2024.	Pending	Pending	\$ 200,000
	Modification Total:			\$ 359,057
	Original Contract:		9/27/18	\$ 1,590,568
	Total Contract Value:			\$ 1,949,625

DEOD SUMMARY

COPY CENTER EQUIPMENT AND SERVICES/PS110638000

A. Small Business Participation

Canon Solutions America, Inc. made a 5.50% Disadvantaged Business Enterprise (DBE) commitment for this contract. Based on payments, the contract is 50% complete and the current level of participation is 7.52% DBE, exceeding the commitment by 2.02%.

Small Business Commitment	5.50% DBE	Small Business Participation	7.52% DBE
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Say Cargo	Hispanic American	1.16%	1.63%
2.	Universal Reprographics, Inc.	Caucasian Female	4.34%	5.89%
	Total		5.50%	7.52%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0642, File Type: Contract

Agenda Number: 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: CONTRACTED TRANSPORTATION SERVICES - NORTH REGION EXTENSION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION(S)

AUTHORIZE the Chief Executive Officer to execute:

- A. Contract Modification No. 10 to Contract No. OP52365000 with Transdev Services, Inc. (Transdev) in the amount of \$18,212,015 to continue to operate local transit lines in the North Region of Los Angeles County increasing the total not-to-exceed contract value from \$106,316,969 to \$124,528,984, and extend the period of performance from December 4, 2023, to June 30, 2024; and
- B. Individual contract modifications within the Board approved contract modification authority.

ISSUE

The current Contract No. OP52365000 for Contracted Transportation Services North Region Contract is scheduled to expire on December 4, 2023. A contract extension through June 30, 2024, is required to preserve service among the six contracted transportation bus lines within the Los Angeles County North Region contract. The North Region services the L.A. Downtown, Westside Central, and San Fernando Valley communities.

A Request For Proposals (RF) for contracted transportation services within Los Angeles County North Region was issued as a competitive solicitation to replace the existing contracted transportation services contract. The solicitation is currently under evaluation.

Modifying the existing contract will allow for an extension of the period of performance through the end of FY24 while staff completes the evaluation of the RFP solicitation.

BACKGROUND

Since the current Contract No. OP52365000 for North Region Transportation Services was scheduled to expire on August 3, 2023, staff initiated a competitive procurement process in 2022. Proposals were received and were evaluated in accordance with the terms of the RFP, which

included increased contractor accountability through the establishment of Key Performance Indicators (KPI) (e.g., In-Service On-Time Performance (ISOTP), Mean Miles Between Mechanical Failure (MMBMF), Bus Cleanliness, Accident Frequency rate, etc.) that are better aligned with Metro's directly operated divisions, more modern cybersecurity requirements, and the re-introduction of contract extension options.

An extended proposal evaluation period resulted in the execution of Contract Modification No. 9 that extended the current contract term by four months, through December 4, 2023. With the continuation of the evaluation, which remains in a procurement blackout period, staff will need additional time to complete the evaluation and make a determination of the next steps to ensure the outcome is of benefit to Metro and the public of Los Angeles County.

DISCUSSION

Metro is committed to delivering outstanding trip experiences for all users of the transportation system. An extension of the contract term is necessary to maintain continuity of service for six Metro bus lines and remove any risk of service interruptions to our passengers. There will be no changes to the current Statement of Work between Transdev and Metro. With the requested contract extension, Transdev will continue to operate the six bus lines outlined above and will ensure no service degradation occurs to the public. During the extension period, staff will continue to partner with Transdev and ensure the bus routes are operated safely and efficiently. Staff will continue to collect and monitor the performance data of Transdev and improve the riding experience of the public.

Metro aspires to deliver desirable transportation services for customers and establish new cost control strategies, therefore responsive, accountable, and trustworthy governance within the Metro organization is crucial. The recommended contract extension through the end of FY24 will ensure that staff will have enough time to make a decision consistent with the goal of responsive, accountable, and trustworthy governance.

DETERMINATION OF SAFETY IMPACT

The approval of this extension will continue to ensure the delivery of safe, clean, on-time and reliable bus transportation services to Los Angeles County's North Region.

FINANCIAL IMPACT

The funding of \$18,212,015 for this extension is included in the adopted FY24 budget in Cost Center 3591; Project 306001, Operations Transportation; and Account 50801, Purchased Transportation.

Impact to Budget

The source of funds for this action will come from federal, state and local funding sources that are eligible for bus and rail operating projects.

EQUITY PLATFORM

The approval of this contract modification and extension will ensure Metro's ability to continue to operate and maintain transportation services that are accessible to Los Angeles County residents.

Community members who live throughout and along the North Region lines will continue to benefit from the bus services provided. It is utilized as one of the primary modes of transportation to work and other social destinations (Customer Satisfaction Survey, 2022). The service provided by the North region runs through Equity Focus Communities (EFCs) where Customer Satisfaction Survey results show: 63% take Metro buses 5 or more days a week, 49% of riders are women, and 85% are people of minority ethnicities. In addition, the employment of the local workforce and sponsorship of small businesses within the community presents an opportunity for Metro's Diversity & Economic Opportunity Department (DEOD) to continue engaging with small businesses in information sharing that could lead to future opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity. Providing reliable bus services to the local communities supports Metro's goals to create prosperous communities and enable individuals and families to access jobs, essential services, education, and other social, and recreational opportunities.

ALTERNATIVES CONSIDERED

The Board may choose not to authorize the requested action. However, such action would create the possibility of a disruption in service in the absence of a contracted service provider for six Metro bus lines. This alternative is not recommended as the current contract is scheduled to end on December 4, 2023, and a disruption in service is not responsive to Metro's Customer Experience goal of providing reliable service for those who rely on the Metro transit system for their mobility.

NEXT STEPS

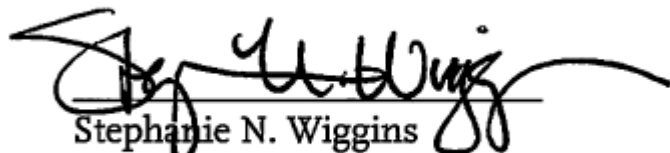
Upon Board approval, staff will execute Modification No. 10 to Contract No. OP52365000 with Transdev to continue to operate local transit lines in the North Region of Los Angeles through June 30, 2024.

ATTACHMENTS

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

Prepared by: Sandra Solis, Director, Financial and Administrative Management Services
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Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CONTRACTED TRANSPORTATION SERVICES – NORTH REGION / OP52365000

1.	Contract Number: OP52365000			
2.	Contractor: Transdev Services, Inc.			
3.	Mod. Work Description: Continue existing services and extend the period of performance			
4.	Contract Work Description: To operate local transit lines in the Los Angeles Downtown Area, Westside Central, and San Fernando Valley Region (aka North Region)			
5.	The following data is current as of: 9/27/23			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	6/28/18	Contract Award Amount:	\$ 105,816,969
	Notice to Proceed (NTP):	N/A	Total of Modification Approved:	\$ 500,000
	Original Complete Date:	12/4/23	Pending Modification (including this action):	\$ 18,212,015
	Current Est. Complete Date:	6/30/24	Current Contract Value (with this action):	\$ 124,528,984
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320	
8.	Project Manager: Carlos Guevara-Romero		Telephone Number: (213) 922-5234	

A. Procurement Background

This Board Action is to approve Modification No. 10 to Contract No. OP52365000 to continue to operate local transit lines in the North Region of Los Angeles County. The North Region is comprised of the Los Angeles Downtown, Westside Central, and San Fernando areas. This Modification will also extend the period of performance from December 4, 2023, to June 30, 2024.

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

A total of nine modifications have been issued to date.

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

B. Price Analysis

The proposed fully burdened revenue service hourly rate for the extended term has been determined to be fair and reasonable based on price analysis, independent cost estimate (ICE), and technical analysis. Said rate is within the range of the ICE and considers negotiated wage rates per Collective Bargaining Agreement (CBA) with Teamsters, Local 848 (Wholesale Delivery Drivers, Salespersons, Industrial and Allied Workers) effective January 1, 2024, and is lower than Metro's cost per revenue service hour for directly operated transit service.

Proposed Amount	Metro ICE	Recommended Amount
\$18,212,015	\$18,215,403	\$18,212,015

CONTRACT MODIFICATION/CHANGE ORDER LOG**CONTRACTED TRANSPORTATION SERVICES – NORTH REGION / OP52365000**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1.	Revise Attachment G – Traffic Regulations	Approved	9/24/18	\$ 0
2	Revise monthly revenue service hours and agreed-upon unit rates for the period June 1, 2020, through June 30, 2020, due to Covid-19.	Approved	6/1/20	\$ 0
3	Revise monthly revenue service hours and agreed-upon unit rates for the period August 1, 2020, through August 31, 2020, due to Covid-19.	Approved	7/1/20	\$ 0
4	Revise monthly revenue service hours and agreed-upon unit rates for the period September 1, 2020, through September 30, 2020, due to Covid-19.	Approved	9/1/20	\$ 0
5	Revise monthly revenue service hours and agreed-upon unit rates for the period November 1, 2020, through November 30, 2020, due to Covid-19.	Approved	10/1/20	\$ 0
6	Revise monthly revenue service hours and agreed-upon unit rates for the period December 1, 2020, through June 30, 2021, due to Covid-19.	Approved	12/1/20	\$ 0
7	Updated SP-04, Approved Subcontractors and Suppliers, SP-21, and Payment and Exhibit II – Statement of Work and deleted and Reporting of Prevailing Wage, SP-22, Living Wage/Service Contract Worker Retention	Approved	4/1/21	\$ 0
8	Continuation of existing services.	Approved	6/30/23	\$ 500,000

Mod. No.	Description	Status (approved or pending)	Date	Amount
9	Continue existing services and extend period of performance (POP) through December 4, 2023	Approved	8/2/23	\$ 0
10	Continue existing services and extend POP through June 30, 2024	Pending	Pending	\$ 18,212,015
	Modification Total:			\$ 18,712,015
	Original Contract:	6/28/18		\$ 105,816,969
	Total:			\$ 124,528,984

DEOD SUMMARY

CONTRACTED TRANSPORTATION SERVICES – NORTH REGION/OP52365000

A. Small Business Participation

Transdev Services, Inc. (TSI) made a 5.11% Disadvantaged Business Enterprise (DBE) commitment. Based on payments reported the project is 91% complete and the current DBE participation is 5.29%, exceeding the DBE commitment by 0.18%.

Small Business Commitment	5.11% DBE	Small Business Participation	5.29% DBE
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	A&A Fleet Painting Inc.	Hispanic American	1.49%	1.99%
2.	All Petro Resources	Hispanic American	0.36%	0.27%
3.	Becnal Uniforms, Inc.	Caucasian Female	0.44%	0.23%
4.	Briteworks	Hispanic American	2.20%	1.86%
5.	Diego's Auto Repair, Inc.	Hispanic American	0.36%	0.29%
6.	Rubicon Security Systems	Subcontinent Asian American	0.26%	0.65%
	Total		5.11%	5.29%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to

construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2023-0458, File Type: Contract

Agenda Number: 35.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: BUS LANE ENFORCEMENT PILOT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING implementation of a Bus Lane Enforcement Pilot Program on NextGen Tier One Network in partnership with the City of Los Angeles;
- B. APPROVING the Life of Project (LOP) capital budget of \$11,000,000 for the Bus Lane Improvement Pilot Project;
- C. AUTHORIZING the Chief Executive Officer (CEO) to award a 63-month firm fixed unit price Contract No. OP48185000 to Hayden AI Technologies, Inc. for the purchase of equipment and implementation of a Bus Lane Enforcement System on NextGen Tier One Network in the City of Los Angeles in an amount not-to-exceed \$7,079,570 for the 39-month base term, and \$1,710,000 for the first one-year option and \$1,710,000 for the second one-year option, for a total not-to-exceed Contract Value of \$10,499,570, effective December 1, 2023, subject to resolution of properly submitted protest(s), if any; and
- D. AUTHORIZING the CEO to execute a Memorandum of Understanding (MOU) with the City of Los Angeles on a project partnership of the Bus Lane Enforcement System Pilot Program.

ISSUE

As part of the NextGen Bus Speed Engineering Working Group, the City of Los Angeles and Metro partnered to create the Transit Speed & Reliability Program, which has delivered over 40 miles of Bus Priority Lanes throughout the City of Los Angeles that were designed to increase the transit speed and reliability of Metro's bus service to NextGen Tier 1 lines, or the busiest corridors in the system. These Bus Priority Lanes are often misused by other vehicles, aside from buses, and this has negatively impacted the effectiveness of the joint investment between Metro and the City of Los Angeles Department of Transportation (LADOT). Unauthorized vehicles dwelling in Bus Priority Lanes for deliveries and passenger loading, parking, and general use by non-Metro vehicles hinder

Metro's ability to provide the reliable service it strives for as a result of other vehicles utilizing this lane, as buses encounter delays with merging in and out of general purpose lanes. Post-implementation surveys with bus passengers also reveal bus lane violations as a top issue they experience. Improving compliance of Bus Priority Lanes has therefore become a necessity to ensure compliance with the posted signage, lane markings, and regulations.

In partnership with the City of Los Angeles, Metro is pursuing a pilot program, Bus Lane Enforcement System (BLES), in an initial partnership with LADOT to collaboratively enforce bus-only lanes and bus stop zones in accordance with the legislature AB917 model. Metro's vision is a regional BLES implementation of an automated camera-based bus lane enforcement system that gathers evidence of vehicles obstructing bus-only lanes and bus zones. The evidence gathered is shared with and enforced by jurisdictions throughout Los Angeles County. The BLES is anticipated to go into effect in the Spring of 2024.

BACKGROUND

Metro Bus Priority Lanes

Metro has a bus fleet of nearly 2,000 buses operating over 100 routes, primarily along public arterials that share the roadway with other users; the NextGen Transit Speed & Reliability Program has repurposed the right-most curbside lane along key corridors with over 40 lane miles of Bus Priority Lanes across multiple jurisdictions, the majority of which lie in the City of Los Angeles. Metro is also currently embarking on an expansion of dedicated right-of-way lanes, similar to the Metro G Line (Orange) Busway, through Measure M projects for dedicated Bus Rapid Transit (such as NoHo to Pasadena BRT, North San Fernando Valley Corridor, and Vermont Corridor).

Bus Priority Lanes and future BRT projects provide transit buses with an opportunity to bypass traffic congestion, but only if other roadway users comply with the regulations and are not obstructed by misuse. Bus operators face the challenge of navigating in and out of the bus lane due to parked cars. Some operators remain in the bus lane behind the stopped vehicle, while others avoid using the bus lane in high-conflict areas. Motorist parking violations on Bus Priority lanes are detrimental to bus speeds, safety, reliability, local congestion, and the bus operator and customer experience.

A 2017 Before and After Report on the Wilshire Bus Rapid Transit (BRT) Project found numerous conflicts in the peak period bus lane throughout the corridor. Field observations confirmed the presence of vehicles violating the right-turn restrictions on the bus lane, causing congestion. The report articulated a need for enforcement across the corridor. Focus group findings from another 2017 study on BRT in Los Angeles articulated frustrations from riders that the Metro Rapid Line 720 bus service on Wilshire fell short of expectations for reliability and speed since cars abuse the bus lane and there is no enforcement.

Furthermore, a post-implementation survey comprised of over 200 bus riders in February 2023 revealed that 93% of respondents indicated private vehicles were parked or driving in the recently completed Alvarado Street Bus Priority Lanes at least half of the time. As a result, Metro has

partnered with LADOT to increase parking enforcement efforts along the Alvarado St corridor and other bus lane corridors. However, these efforts are resource intensive and do not effectively address repeat offenders, who often sit in their vehicles until chased away by a parking enforcement vehicle, without resulting in a citation.

Unsolicited Proposal and Results of Proof of Concept

Concurrent with the 2021 legislative proceedings, the Office of Strategic Innovation (OSI) received an Unsolicited Proposal from Conduent (UP-2021-03) proposing a 30-day Proof of Concept of their end-to-end system, which uses a Hayden AI camera system. With support from ITS, Service Planning & Development, Maintenance, and Vehicle Engineering, OSI ran the Proof of Concept from November 22, 2021, through December 22, 2021. The Proof of Concept installed on-board camera systems on two Metro buses, one on a bus for Line 720 (Wilshire Rapid) and one on a bus for the J Line (Silver) 910.

Results from the Proof of Concept were as follows:

- 823 bus lane obstructions detected. Of the 823 obstructions detected, 709 were on Line 720 and 114 were on the J Line. The project team believes that the difference in volume is likely due to the type of bus-only lanes; Line 720 operates only in curbside Bus Priority Lanes and the J Line operates in both mixed-use and dedicated ExpressLanes, which already include Fastrak photo enforcement and law enforcement through the California Highway Patrol.
- 97.5% License Plate Reader accuracy. The automated License Plate Reader (LPR) successfully read 802 of the license plate images captured.
- 92% Violation Detection accuracy. Of the 823 bus lane obstructions detected, 756 were determined to be valid bus lane parking violations.
- 81% Event Detection rate. Limited sampling revealed that the system captured 81% of actual bus lane parking obstructions.

Recent State Legislation Authorizing Use

In recognition of the need for automated bus lane enforcement, in 2021, the California State Assembly passed AB917 (Bloom), which revised California Vehicle Code (CVC) §40240, §40240.5, and §40241 to authorize transit agencies to install cameras on buses to capture digital evidence of vehicles parked in bus-only lanes for the purpose of sharing it with parking enforcement agencies to issue citations; authorization remains in effect until January 1, 2027, and is repealed as of that date. California Vehicle Code can be found here:

https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=17.&title=&part=&chapter=1.&article=3.5.

DISCUSSION

Following the early successes in automated license plate reader (ALPR) camera enforcement programs to enforce bus lanes in other major cities, including San Francisco, Oakland, New York

City, Washington DC, and Philadelphia, Metro began working with LADOT to pursue a similar strategy to improve bus lane compliance. Metro staff worked closely with representatives from LADOT throughout the competitive solicitation and proposal evaluation processes. This also includes the development of a Memorandum of Understanding (MOU) that details the partnership of this pilot program between Metro and LADOT, whereby Metro's role is to: a) Install ALPR-capable cameras to capture evidence of vehicles blocking bus-only lanes and bus zones, and; b) Prepare and share all collected evidence of vehicles obstructing bus-only lanes and bus zones with the City of Los Angeles. The City of Los Angeles' role is to: a) Make the determination of parking violation, and; b) Issue and adjudicate, if needed, parking citations. As Metro's primary objective is to improve bus lane compliance to deliver faster and safer transit service to riders, Metro only intends to recover a cost-neutral portion of potential citation revenue, with the City of Los Angeles receiving the remainder of potential revenue, pursuant to their existing bylaws. This joint MOU is currently being drafted and intended to be finalized in early 2024 with the Pilot program beginning shortly afterwards, anticipated in Spring 2024.

The scope of this Pilot program includes an end-to-end standalone solution for an automated, camera-based enforcement system capable of detecting non-moving violations in Bus Priority Lanes and bus stop zones. The end-to-end solution includes the purchase of 100 Onboard Camera System (OCS) units with forward-facing cameras, associated software, licensing, and maintenance, as well as back-end review and data processing services. The scope also includes support to develop a technical evaluation of the pilot program results as called for in the legislative authorization Award of Contract No. OP48185000 will allow for the initial installation of cameras to begin on December 1, 2023. on each bus type by the awarded vendor. Metro personnel will install remaining cameras and supporting onboard equipment. Any maintenance would remain under the contractor's responsibility as this camera system would remain within the warranty period. The pilot project is for 39 months until January 1, 2027, when the legislative authorization under CVC §40240 expires. There are two, 1-year options included in this proposal which would allow this program to continue uninterrupted should the legislative authorization be extended or made permanent.

Automated Bus Lane Enforcement Programs in Other Cities

Automated, camera-based enforcement does not eliminate the need to commit frontline personnel resources to enforcement, but it largely pivots the effort to a more efficient back-office operation through a more data-driven approach. The National Capital Region Transportation Board conducted a study in 2017 in coordination with WMATA and found that "compared to active police enforcement, automated enforcement can have significant fiscal and enforcement benefits" and that cameras mounted to the front of buses are the most effective tool. Results from automated bus lane enforcement programs in San Francisco and New York City support these findings, where cameras have been successful in deterring misuse of bus only lanes for their transit service.

Cities that have already implemented a bus lane enforcement program have seen increases in bus speeds of up to 31% (NYC MTA), an increase in ridership of up to 20% (NYC MTA)¹, increases in reliability and on-time performance (AC Transit), and reductions in total travel time of 14% and travel time variability of 27% (SFMTA).

Community Outreach Plan

Metro Community Relations will coordinate outreach along these two bus line corridors to key stakeholders including elected officials, agencies, business groups, major employers, community-based organizations, and the public. Informational materials will be created to support outreach activities and educate the public on the goals and implementation of this program. Activities will include briefings, presentations, virtual community meetings, and participation in local community events. Education and outreach will focus on Equity Focused Communities (EFCs) as well as low-income residential areas adjacent to or near the proposed pilot bus lines. A program-specific webpage will be created, and information in multiple languages will also be distributed via e-blasts, targeted social media campaigns, and posts on The Source/El Pasajero. These outreach efforts will begin 60-days in advance to ensure ample lead time and will advance with increasing visibility as we approach implementation.

DETERMINATION OF SAFETY IMPACT

Board approval of these recommendations will improve the speed and reliability of Metro bus service on high-frequency corridors, which would potentially improve the safety of overall bus operations in the Los Angeles basin.

FINANCIAL IMPACT

Capital Project 290006 has been established for this action. The total LOP funding for the project is \$11,000,000. \$2,085,000 Capital will be included in Cost Center 3151- Service Planning & Scheduling. After completing the capital project, staff currently estimates annual operating costs of \$2,200,000. This amount will fluctuate as implementation and BLE operation progresses.

Implementation of the capital project will be completed in FY24. Operations will be responsible for program and budget operating funding in future years until the pilot program is completed, or legislative authorization under CVC §40240 extends this temporary legislature beyond January 1, 2027.

Impact to budget

The current sources of funds for this action are Federal, State, and Local. This funding is eligible for Capital and Operating Projects.

EQUITY PLATFORM

While specific routes for this program will be selected in the future, there are significant anticipated equity benefits to implementing this pilot program, as the majority of Metro bus riders are low-income, Black, Indigenous, or other People of Color (BIPOC). For example, 94% of Alvarado bus lane riders do NOT own a car and therefore rely on the Alvarado bus service to access opportunities. Nearly 9 in 10 Alvarado bus riders are BIPOC and 6 in 10 are below the poverty line. These demographics are largely consistent on other recently completed Bus Priority Lane corridors, which means that these investments provide equitable mobility improvements. Therefore, single-occupant vehicles blocking bus lanes and bus stops have a disproportionate impact on bus riders, resulting in bus

delays and disruptions, oftentimes with 50 or more passengers per bus; this means a single motorist can have an outsized burden on the dozens of riders onboard each bus, resulting in missed transfers and late arrivals. Further, blocking bus stop zones can create accessibility issues for passengers with disabilities, who rely on level boarding between the bus stop curbside and boarding the bus.

According to a previously calculated Benefit Cost Analysis of the NextGen Speed & Reliability Program with three capital improvements (i.e., bus priority lanes, transit signal priorities, and All Door Boarding), the Project can achieve 8.76 million person hours traveled savings in the period of 20 years. However, this can only be achieved if the implemented bus lanes are clear for buses to use them.

There are no additional impacts expected for parking users, as this program would operate within the existing bus lane hours and does not expand the hours of posted parking restrictions. This program shifts the source of citation from a Parking Enforcement Officer to a camera-based system that is then reviewed by City personnel on the backend, which can improve overall safety by reducing the amount of personnel in the roadway as well as in-person confrontations. Therefore, BLES can improve bus speed, reliability, and safety. These improvements are anticipated to benefit mobility in Equity Focus Communities by providing faster and more reliable bus service and would ultimately increase the competitiveness, and attractiveness of the bus system for new customers.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Pilot Program provides data through automated bus lane enforcement, which in turn can enable people to spend less time traveling and deliver an outstanding trip experience for all users of the transportation system. This Pilot will improve the speed and reliability of Metro's Tier One bus service that runs through the heart of some of the most congested areas in Los Angeles County with some of the most equity focused communities.

ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendations is to not procure and implement the BLES. However, this is not recommended since a delay to purchase and install BLES will significantly shorten the time available for the Pilot Program that is enabled by the temporary legislative authorization under CVC §40240 until January 1, 2027. Without the installation of BLES, bus operators would not be able to avoid delays caused by traffic congestion on bus-only lanes without competing with other vehicles, customers would not benefit from shorter travel and wait times, and Metro would not be able to transit speed and reliability as quickly, without additional resources.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP48185000 with Hayden AI Technologies, Inc. for the implementation of the BLES pilot program, effective December 1, 2023.

A performance measurement matrix will be developed for monitoring the effectiveness of BLES to

deter drivers from parking in bus-only lanes and bus zones. Metro also needs to prepare a report to the California Legislature by January 1, 2025, required by CVC §40240.5.

In partnership with LADOT, Metro will finalize the MOU on this Pilot Program and cost-sharing.

At the conclusion of the Pilot, staff will assess the overall performance of the BLES and provide recommendations to the Board for a path forward.


ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Joseph Forgiarini, Senior Executive Officer, Service Development, Scheduling & Analysis
Stephen Tu, Senior Director, Service Development, (213) 418-3005
Regina Li-Armijo, Senior Director, Project Control, Service Planning & (213) 922-7214
Debra Avila, Deputy Chief Vendor/Contract Management Officer
(213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS LANE ENFORCEMENT SYSTEM / OP48185000

1.	Contract Number: OP48185000	
2.	Recommended Vendor: Hayden AI Technologies, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFIQ <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 8, 2023	
	B. Advertised/Publicized: March 8, 2023	
	C. Pre-Proposal Conference: March 15, 2023	
	D. Proposals Due: April 26, 2023	
	E. Pre-Qualification Completed: May 8, 2023	
	F. Ethics Declaration Forms submitted to Ethics: April 26, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 23	Proposals Received: 3
6.	Contract Administrator: Shannon Thoene	Telephone Number: (213) 922-2790
7.	Project Manager: Stephen Tu	Telephone Number: (213) 418-3005

A. Procurement Background

This Board Action is to approve the award of Contract No. OP48185000 in support of the implementation of an end-to-end standalone solution for an automated camera enforcement system capable of detecting parking violations on bus lanes and bus zones. Board approval of contract award is subject to resolution of all properly submitted protest(s), if any.

On March 8, 2023, Requests for Proposals (RFP) No. OP48185 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit price. This RFP was issued with a Race Conscious Disadvantaged Business Enterprise (DBE) goal of six percent (6%).

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 15, 2023, clarified the address of the location for the worksite visit;
- Amendment No. 2, issued on April 6, 2023, extended the proposal due date, increased the maximum page count of the technical proposal, revised GC-01, Glossary of Terms to update the definition of "Evidence Package, and revised the scope of services to clarify bus lane enforcement system requirements;
- Amendment No. 3, issued on April 14, 2023, extended the proposal due date;
- Amendment No. 4, issued on April 17, 2023, revised the scope of services to update reference section provided for the Evidence Preparation Schedule; and

- Amendment No. 5, issued on April 18, 2023, extended the proposal due date.

A total of 23 firms downloaded the RFP and were included on Metro's planholders' list. A virtual pre-proposal conference was held on March 15, 2023, and was attended by 18 participants, representing five firms. A worksite visit was conducted on March 16, 2023, with four participants from four firms in attendance. There were 19 questions received, and responses were released prior to the proposal due date.

A total of three proposals were received by the due date of April 26, 2023, and are listed below in alphabetical order:

1. Gatekeeper Systems USA Inc.
2. Hayden AI Technologies, Inc.
3. Seon Design (USA) Corp. dba Safe Fleet

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro Revenue Collection and Service Planning Departments and City of Los Angeles Parking and Operations Department was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I - Evaluation of Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must be able to demonstrate their experience doing business with a government or commercial/private entity deploying an end-to-end camera enforcement solution installed on school or transit buses on either an operational or pilot environment.

Phase II – Weighted Evaluation: Proposers that meet the Phase I Minimum Qualification Requirements are further evaluated based on the following criteria and weights:

- | | |
|--|-----------|
| • Qualifications of the Firm and Key Personnel | 30 Points |
| • Technical and Functional Capability of the Proposed System | 15 Points |
| • Understanding of the Work and Technical Approach | 30 Points |
| • Price Proposal | 25 Points |

The evaluation criteria are appropriate and consistent with criteria developed for similar types of procurements. Several factors were considered in developing these weights, giving the greatest importance to both the qualifications of the firm and key personnel and understanding of the work and technical approach.

During the period of May 3, 2023 to May 25, 2023, the PET independently evaluated and scored the technical proposals. On May 8, 2023, the PET deemed all three

proposals to be responsive to the Phase I - Minimum Qualification Requirements and continued to evaluate the proposals based on Phase II – Weighted Evaluation criteria.

On May 25, 2023, the PET reconvened and determined that all three firms were within the competitive range and were invited to participate in demonstrations and interviews on June 13, 2023. The firms' project managers and key team members had an opportunity to demonstrate their proposed bus lane enforcement system, present the team's qualifications and respond to the PET's questions.

Qualifications Summary of Firms within the Competitive Range:

Gatekeeper Systems USA Inc.

Gatekeeper Systems Inc. (Gatekeeper), established in 1998, is headquartered in Foothill Ranch, CA. It provides intelligent video and data solutions designed to provide a safer transportation environment on multiple transportation modes. Gatekeeper currently provides License Plate Reading (LPR) cameras to school districts such as Red Clay Consolidated School District, Habersham County School District, Troup County School System, and Washoe County School District and transportation agencies, including Southeastern Pennsylvania Transportation Authority (SEPTA) and Toronto Transit Commission.

Hayden AI Technologies, Inc.

Hayden AI Technologies, Inc. (Hayden AI), headquartered in Oakland, CA, has been in business for over four years. It provides mobile automated bus enforcement systems with nearly 500 installations with the New York Metropolitan Transportation Authority for bus lane enforcement and 140 units currently being installed on Metro buses for the Washington Area Metropolitan Transit Authority. Other transit agency clients include City of Santa Monica, Sacramento Regional Transit, and Southeastern Pennsylvania Transportation Authority.

Seon Design (USA) Corp. dba Safe Fleet

Seon Design (USA) Corp. dba Safe Fleet, headquartered in Bellingham, WA, has been in business since 2009. It provides innovative mobile video surveillance and fleet management solutions for the school bus and transit industry. Safe Fleet currently provides camera technology and equipment for New York City Transit, Los Angeles County Metropolitan Transportation Authority, Regional Transportation District, and North County Transit District.

On June 22, 2023, the PET completed its evaluation and determined Hayden AI Technologies, Inc. to be the highest ranked proposer.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Hayden AI Technologies, Inc.				
3	Qualifications of the Firm and Key Personnel	90.50	30.00%	27.15	
4	Technical and Functional Capability of the Proposed System	90.00	15.00%	13.50	
5	Understanding of the Work and Technical Approach	86.50	30.00%	25.95	
6	Price Proposal	58.50	25.00%	14.63	
7	Total		100.00%	81.23	1
8	Seon Design (USA) Corp. dba Safe Fleet				
9	Qualifications of the Firm and Key Personnel	71.00	30.00%	21.30	
10	Technical and Functional Capability of the Proposed System	65.00	15.00%	9.75	
11	Understanding of the Work and Technical Approach	71.50	30.00%	21.45	
12	Price Proposal	100.00	25.00%	25.00	
13	Total		100.00%	77.50	2
14	Gatekeeper Systems USA Inc.				
15	Qualifications of the Firm and Key Personnel	77.00	30.00%	23.10	
16	Technical and Functional Capability of the Proposed System	82.50	15.00%	12.38	
17	Understanding of the Work and Technical Approach	75.00	30.00%	22.50	
18	Price Proposal	74.28	25.00%	18.57	
19	Total		100.00%	76.55	3

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the independent cost estimate (ICE), cost analysis, technical evaluation, fact finding and negotiations. Metro staff successfully negotiated a cost savings of \$3,194,635.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Hayden AI Technologies, Inc.	\$13,694,205	\$ 9,610,299	\$ 10,499,570
2.	Seon Design (USA) Corp. dba Safe Fleet	\$ 8,011,570		
3.	Gatekeeper Systems USA Inc.	\$ 10,784,421		

The variance between the ICE and the negotiated amount is due to increased operations and maintenance costs which were not considered in Metro's ICE.

D. Background on Recommended Contractor

Hayden AI Technologies, Inc. (Hayden AI), headquartered in Oakland, CA, was founded in 2019. It provides mobile automated bus lane and bus stop enforcement systems and digital twin modeling. Hayden AI's project manager has 20 years of experience working with transit agencies and cities managing their parking, permit and fare payment programs.

The Hayden AI team includes two DBE-certified subcontractors: Aeon Group, LLC providing program management support and ESP Services, Inc. for installation and maintenance support.

In November 2021, Hayden AI implemented a two-month bus lane enforcement system pilot program for Metro and performance was satisfactory.

DEOD SUMMARY**BUS LANE ENFORCEMENT PILOT PROGRAM / OP48185000****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 6% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Hayden AI Technologies, Inc. exceeded the goal by making a 10.83% DBE commitment.

Small Business Goal	6% DBE	Small Business Commitment	10.83% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Aeon Group, LLC	Caucasian Female	4.81%
2.	ESP Services	Asian Pacific American	6.02%
Total Commitment			10.83%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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



NEXTGEN **Bus Plan**

Bus Lane Enforcement Pilot Program



Metro

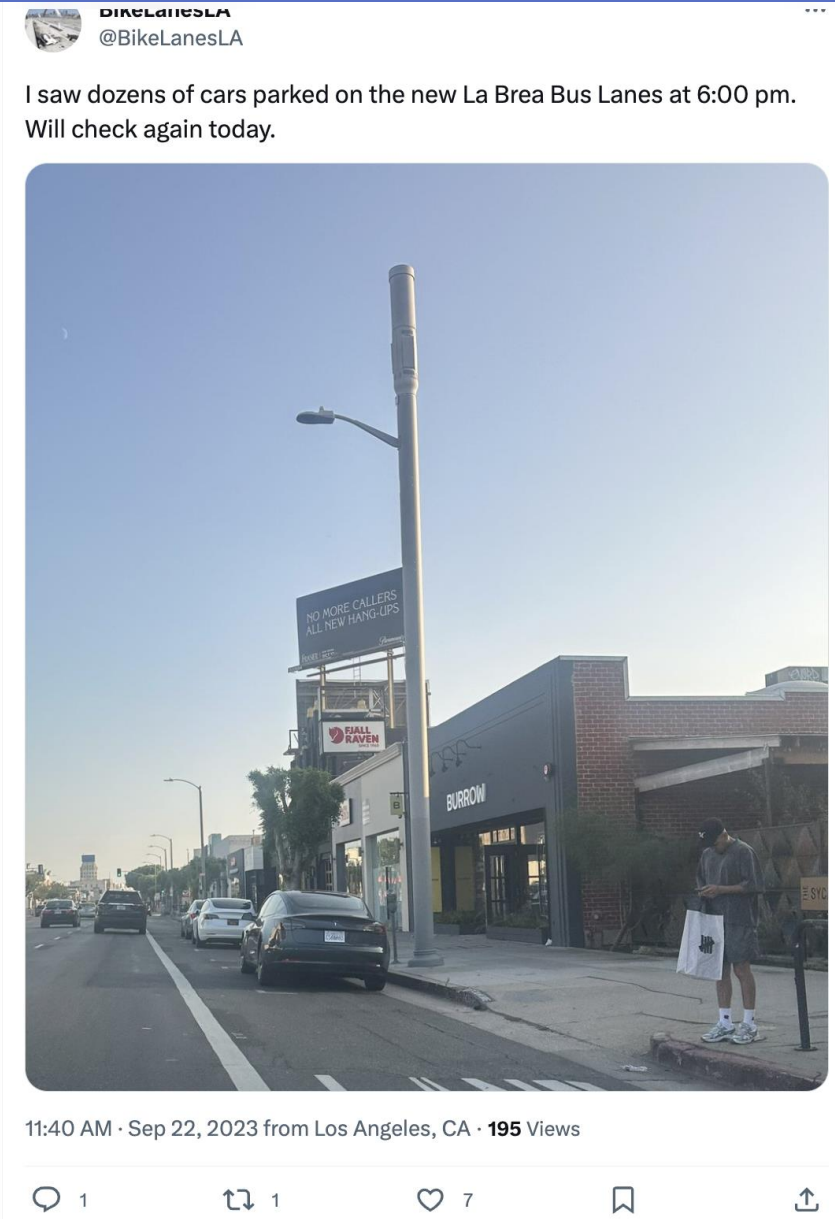
OCTOBER 2023

Recommendation

- A. APPROVE implementation of a Bus Lane Enforcement Pilot Program on NextGen Tier One Network in partnership with City of Los Angeles
- B. APPROVE the Life of Project (LOP) capital budget of \$11,000,000 for the Bus Lane Improvement Pilot Project
- C. AUTHORIZE the Chief Executive Officer (CEO) to award a 63-month firm fixed unit price Contract No. OP48185000 to Hayden AI Technologies, Inc. for the purchase of equipment and implementation of a Bus Lane Enforcement System on NextGen Tier One Network in the City Of Los Angeles in an amount not-to-exceed \$7,079,570 for the 39-month base term, and \$1,710,000 for the first one-year option and \$1,710,000 for the second one-year option, for a total not-to-exceed Contract Value of \$10,499,570, effective December 1, 2023, subject to resolution of properly submitted protest(s), if any; and
- D. AUTHORIZE the CEO to execute a Memorandum of Understanding (MOU) with the City of Los Angeles on a project partnership of the Bus Lane Enforcement System Pilot Program

Background

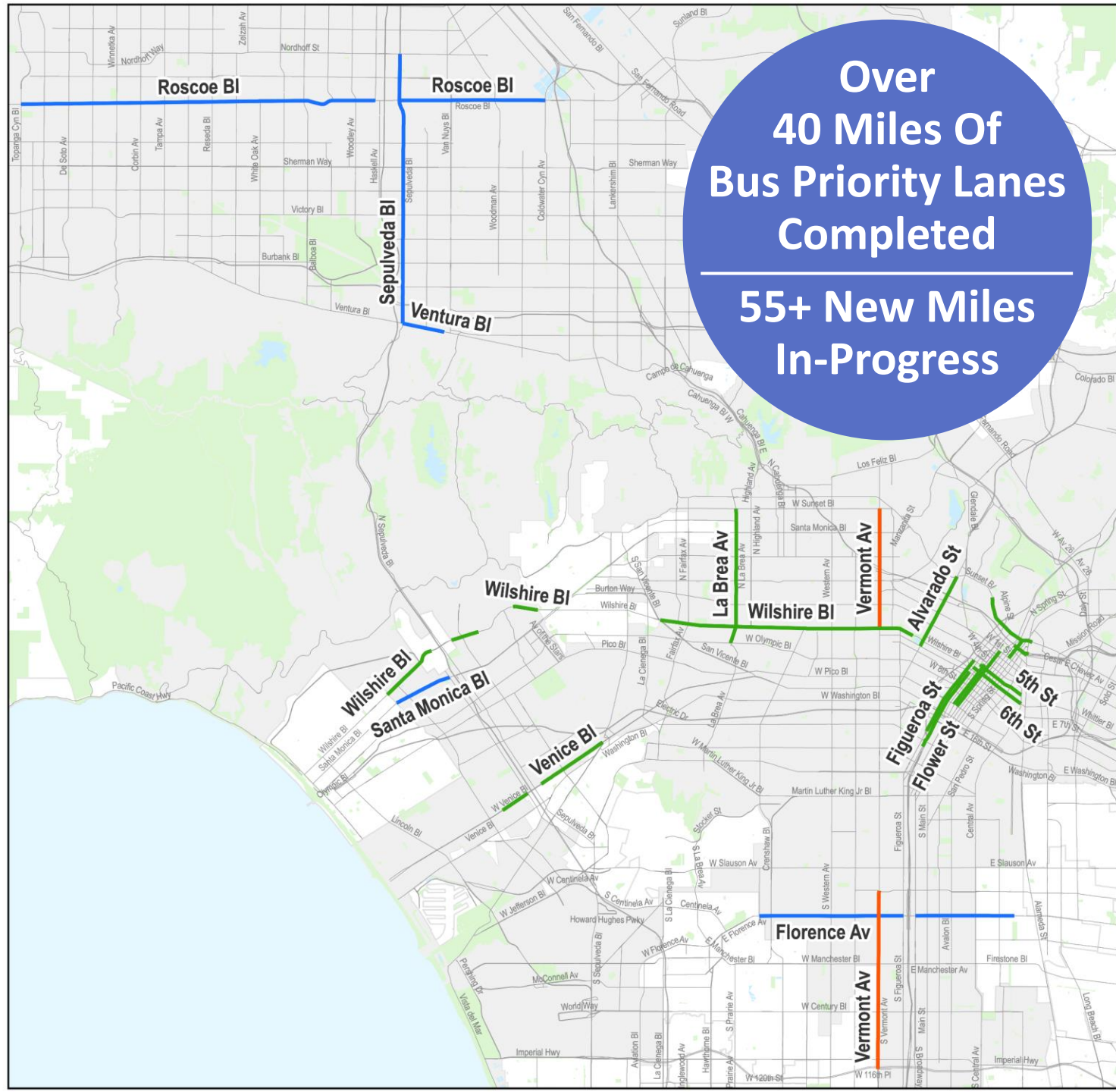
- As the NextGen Speed & Reliability Program has installed 40+ miles of Bus Priority Lanes, there have been growing issues with violators blocking buses from using these lanes
- Riders have articulated frustration from Metro Rapid Line 720 passenger focus group that the bus lanes fall short of expectations to improve transit service
- Previous work found 800+ violations in the Wilshire bus lanes in a single month
- Survey of over 200 bus riders indicated private vehicles blocking Alvarado St Bus Lanes at least half of the time
- Bus lane violators decrease bus lane effectiveness and safety by requiring additional lane weaving in/out of traffic
- Clear bus lanes deliver faster and more reliable bus service, which can be reinvested to more frequent service



Bus Lane Map

Bus Priority Lane Corridors

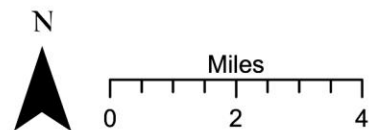
- ✓ Wilshire Bl
- ✓ Flower St
- ✓ Aliso St
- ✓ 5th St
- ✓ 6th St
- ✓ Alvarado St
- ✓ Grand Av
- ✓ Olive St
- ✓ Venice Bl
- ✓ La Brea Av
-  Sepulveda Bl
-  Florence Av
-  Santa Monica Bl
-  Vermont Av



Bus Lane Projects

DRAFT, 9/21/2023

- ### Bus Lane Corridors
- Completed
 - Under Design/Construction
 - In-Progress
 - City of Los Angeles
 - Other Cities/County



Camera Bus Lane Enforcement Pilot

- With AB 917 (Bloom) adoption, and in partnership with the City of Los Angeles, Metro to implement automated license plate reader (ALPR) enabled cameras to obtain evidence of parking violations through December 31, 2026
- ALPR in other cities has made bus speeds +30% faster and ridership growth +20%, including SF, NYC, Washington DC
- Metro to submit evidence packages to local jurisdiction (LADOT), which would review and process citations
- Issued Request for Proposals (RFP) for 100 camera units; seeking recommendation for contract award this month

Location: 1002 - Room 720 Deployment: 1002-202112-40720 Red Time: 0:00 Amber Time: 0:00 Phase #: 0 Speed: 0 Weather: Dry/High Violation Date/Time: 12/14/2021 07:20:25 AM (08:00) Event ID: 1000762 Vehicle Code: 21400

Equipment Type: None Lane #: 0 Section #: Bus lane violation LPR License Plate: 5TR989 Violation Location: Wilshire / Vermont, Los Angeles, CA 90005, USA LPR Confidence Level: 81.71

Workflow

Plate Number: 5TR989 Plate State: California

Action Category: Accept - Accept - Address Update

Vehicle Information

Plate Number: [REDACTED] Plate State: California

Vehicle Make: [REDACTED] Vehicle Year: [REDACTED]

Vehicle Model: [REDACTED] Vehicle Style: [REDACTED] Vehicle Color: [REDACTED]

VIN: [REDACTED]

Registered Owner Information

DL: [REDACTED] DL State: [REDACTED]

Full Name: [REDACTED] Date Of Birth: [REDACTED]

Gender: [REDACTED] License Class: [REDACTED]

Eye Color: [REDACTED] Hair Color: [REDACTED]

Height: [REDACTED] Weight: [REDACTED]

Address Line 1: [REDACTED] Address Line 2: [REDACTED]

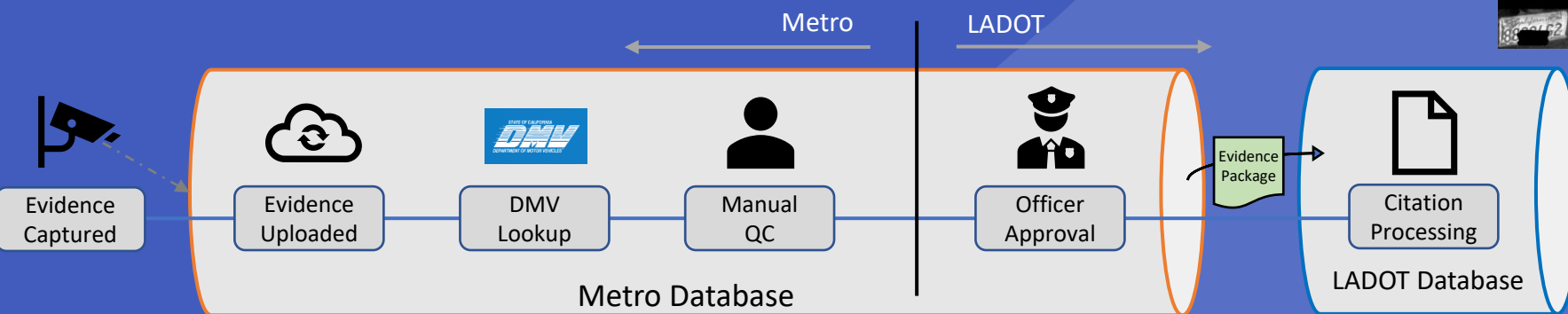
Address Line 3: [REDACTED]

City: [REDACTED] State Province: [REDACTED]

Zip Code: [REDACTED]

VR History Log

Enforcement Vehicle ID: 8765
Date: 11/22/2021 1:36:56.222 PM
Location: 6th / Broadway, Los Angeles, CA 90014, USA
Sequence: 1 of 1



Next Steps

- Upon Board approval, staff will execute the contract effective December 1, 2023, for program rollout in Spring 2024
- Community Relations will coordinate education-first outreach with key stakeholders along selected bus lane corridors, beginning 60-days and will advance with increasing visibility towards implementation
 - Webpage, multilingual e-blasts, targeted social media campaigns, The Source/El Pasajero posts
 - Focus on Equity Focused Communities (EFCs) as well as adjacent, low-income residential areas
- Performance measurement matrix will be developed for monitoring the pilot program effectiveness; report to be prepared for California Legislature by January 1, 2025, as required by CVC §40240.5
- Metro & LADOT to finalize MOU on this pilot program
- At the conclusion of the pilot, staff will assess overall performance and provide recommendation to the Board for a path forward





Board Report

File #: 2023-0582, File Type: Contract

Agenda Number: 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: PROCESSING, ADJUDICATION AND COLLECTION OF TRANSIT AND PARKING CITATIONS

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. PS93508000 to Axiom xCell, Inc. to provide citation processing services for an amount not-to-exceed ("NTE") \$1,193,892 for the five-year base period, \$316,106 for the first one-year option and \$332,430 for the second one-year option, for a total NTE amount of \$1,842,428, effective January 1, 2024, subject to resolution of protest(s), if any.

ISSUE

The existing citation processing services Contract No. OP27253 expires on December 31, 2023. Metro Transit Court and System Security and Law Enforcement ("SSLE") require citation processing systems to issue, manage, receive payment for, and adjudicate citations. The software and services provided by this contract includes a database of vital statistics accessible daily on citation issuance that is crucial to SSLE and is necessary to enable Metro to have a decriminalized system. The award of this contract will allow Metro to continue to offer streamlined solutions for patrons to resolve their citations through payment, adjudication, or diversion programs.

BACKGROUND

In July 2010, the Board appointed the Inspector General/Chief Hearing Officer to operate a Transit Court to resolve transit, parking, and other citations to comply with the law, better service the public, and provide independent, fair, and unbiased due process for patrons. Administrative review procedures were established to allow patrons to dispute citations believed to be issued in error. Metro security enforce Metro's Customer Code of Conduct and Parking Ordinance by issuing warnings and citations to persons who violate those rules. The citations issued are administrative violations and are not subject to criminal punishments.

DISCUSSION

Metro Transit Court seeks a contractor to provide multiple services to support the citation process

lifecycle. One service will be to provide a database of citation records, payments received, correspondence to patrons, and a calendaring system of citation appeals and dispositions. The system will provide reports on demand that have been used in the past to collect and report statistics to comply with Metro's statutory duty to report to the California legislature and now to provide statistics to Metro for transit and parking citations, consistent with the Data Analytics and Bias-Free Policing Policies. The contractor will provide this software and maintain it with modifications as needed and bug fixes.

Another service will be to offer online payment options to patrons to pay fines due and manage payments received online or over the phone. The system will recognize the various payment solutions, such as a Transit School fine reduction, installment payment plans, and community service options.

The contractor will integrate data transfers with Metro's TAP department and the Parking Enforcement vendor to Transit Court to process citations. The contractor will provide a Citation Issuance Electronic Application for use on Mobile Fares Validation devices ("MPVs") that Metro's SSLE use to confirm TAP cards show payment of fares and issue transit and parking citations.

DETERMINATION OF SAFETY IMPACT

Metro is dedicated to ensuring the public a safe and secure experience while using Metro systems. To enable our officers to promptly address operational and public concerns, a reliable processing system must be available. Metro Transit Security Officers conduct Customer Code of Conduct and parking enforcement using the products and services provided by this vendor. Patrons who do not comply may receive a written warning or citation.

FINANCIAL IMPACT

The funding for Contract No. PS93508000 in the amount of \$107,592 for the remainder of FY24 is budgeted under Cost Center 1311, Transit Court, project number 300111.

The five-year base price for this contract is approximately 25% less than the five-year base contract amount paid by Metro for the years 2016 to 2021. The first contract included software development costs. This contract does not include that because the software is now mature and installed. Since this is a multi-year contract, the Inspector General and cost center manager will be accountable for budgeting the cost in future years. Transit Court will monitor the cost of this contract on an annual basis.

Impact to Budget

As we return to pre-pandemic numbers, the annual revenue received for transit and parking citations is anticipated to offset the annual contract cost.

Pre-pandemic revenues for transit and parking citations were as follows:

Revenues Collected			
Fiscal Year	Transit	Parking	Total
2017	\$213,836	\$681,980	\$895,816
2018	\$497,368	\$296,983	\$794,351
2019	\$203,435	\$699,239	\$902,674
2020	\$105,600	\$951,091	\$1,056,691

The funds received are eligible for Transit Court, bus, and rail operations use.

EQUITY PLATFORM

The Diversity and Economic Opportunity Department (“DEOD”) established a 7% Small Business Enterprise (“SBE”) goal and a 3% Disabled Veteran Business Enterprise (“DVBE”) goal for this procurement. Axiom xCell, Inc., a Metro certified SBE prime, exceeded the goal by making a 96.98% SBE commitment and exceeded the DVBE goal by making a 3.02% DVBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The citation processing services support our officers in ensuring the safety of patrons while using Metro systems.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the contract award. The alternative is not recommended because Metro does not have the internal resources in terms of a niche database, software, and maintenance, to provide citation processing services. Metro would have to create its own software that would likely cost more than what it is being charged in this contract. Termination of the citation administration process would result in an inability to issue citations or collect revenue pending the creation of our own software.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS93508000 with Axiom xCell, Inc. to provide citation processing services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Shirley Tse, Citation Program Support Administrator, (213) 922-3770
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Karen Gorman, Inspector General, (213) 922-2975

PROCUREMENT SUMMARY

PROCESSING, ADJUDICATION AND COLLECTION OF TRANSIT AND
PARKING CITATIONS / PS93508000

1.	Contract Number: PS93508000	
2.	Recommended Vendor: Axiom xCell, Inc.	
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: May 17, 2023	
	B. Advertised/Publicized: May 17, 2023	
	C. Pre-Proposal Conference: May 24, 2023	
	D. Proposals Due: June 26, 2023	
	E. Pre-Qualification Completed: September 20, 2023	
	F. Ethics Declaration Forms submitted to Ethics: June 28, 2023	
	G. Protest Period End Date: October 24, 2023	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 1
6.	Contract Administrator: Antonio Monreal	Telephone Number: 213-922-4679
7.	Project Manager: Julie Chang	Telephone Number: 213-922-6881

A. Procurement Background

This Board action is to approve Contract No. PS93508000 issued in support of an electronic application to process, adjudicate, and collect transit and parking citations. Board approval of contract award is subject to the resolution of all properly submitted protest(s), if any.

On May 17, 2023, Request for Proposal (RFP) No. PS93508 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the proposed contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department (DEOD) recommended a seven percent (7%) Small Business Enterprise (SBE) and three percent (3%) Disabled Veterans Business Enterprise (DVBE) goal for this procurement. Further, the solicitation was subject to the Local Small Business Enterprise (LSBE) Preference Program, which gives eligible proposers a five percent preference credit added to the proposer's overall evaluation score.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued June 16, 2023, extended the proposal due date.

A total of 14 firms downloaded the RFP and were included on the planholders' list. There were 17 questions received, and responses were provided prior to the proposal due date.

One proposal was received from Axiom xCell, Inc., by the proposal due date of June 26, 2023. Metro staff canvassed firms on the planholders' list to determine why no other proposals were received. Reasons for declining to propose included lack of similar experience, inability to provide bandwidth for the kind of custom application development that the project requires, and inability to meet the established SBE and DVBE goals. The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive procurement.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Transit Court, Parking Management, and the Office of the Inspector General was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Qualification of the Firm/Team and Key Personnel 20%
- Technical and Functional Capability of Proposed System 30%
- Operating Methodology/Work Plan 20%
- Cost Proposal 30%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the technical and functional capability of proposed system and cost proposal.

During the period of June 29, 2023 to August 21, 2023, the PET independently evaluated and scored the technical proposal. On August 17, 2023, the PET reconvened and interviewed Axiom xCell, Inc. The firm's project manager and key team members had an opportunity to present their team's qualifications, provided a demonstration of the proposed system and responded to the PET's questions.

At the end of the evaluation, the PET determined Axiom xCell, Inc., to be technically qualified to perform the work.

The following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Axiom xCell, Inc.				
3	Qualification of the Firm/Team and Key Personnel	76.65	20.00%	15.33	

4	Technical and Functional Capability of Proposed System	67.13	30.00%	20.14	
5	Operating Methodology/Work Plan	68.35	20.00%	13.67	
6	Cost Proposal	100.00	30.00%	30.00	
7	Total		100.00%	79.14	1

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on the independent cost estimate (ICE), cost analysis, fact-finding, and technical evaluation.

Proposer Name	Base Term	Option Terms	Total	Metro ICE
Axiom xCell, Inc.	\$1,193,892	\$316,106 (Option Yr 1) \$332,430 (Option Yr 2)	\$1,842,428	\$2,663,310

The variance between the recommended amount and the ICE is due to the ICE accounting for transition and mobilization costs (e.g. data transfer and software customization/development) which will be minimal since Axiom xCell's proposed solution has already been developed to satisfy Metro's needs under the Axiom xCell's existing contract with Metro.

D. Background on Recommended Contractor

Axiom xCell, Inc. (Axiom), is a Metro certified SBE firm headquartered in San Diego, California. It was founded in 2004 as a partner for testing Qualcomm's Binary Runtime Environment for Wireless (BREW) mobile application platform, a precursor to today's Apple App Store and Google Play Store.

Axiom provides design and strategic development of integrated software and mobile application services to government agencies and various transportation agencies, including the Metropolitan Atlanta Rapid Transit Authority (MARTA), New Jersey 511, Los Angeles 511, Federal Highway Administration, and Walk San Diego. Other clientele include Hewlett Packard, Disney, Qualcomm, and Yahoo.

The Axiom team includes Pearson Technical Solutions, a DVBE subcontractor based in San Diego, which will provide project management expertise and services.

The proposed Project Manager has over 20 years of experience with various aspects of software engineering, program management, systems engineering, field engineering, and software validation. Axiom has been providing Metro with an

electronic application to process, adjudicate and collect transit and parking citations since 2017 and performance has been satisfactory.

DEOD SUMMARY

CITATION PROCESSING SERVICES / PS93508000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 7% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Axiom xCell, Inc., an SBE prime, exceeded the goal by making a 96.98% SBE and a 3.02% DVBE commitment.

Small Business Goal	7% SBE 3% DVBE	Small Business Commitment	96.98% SBE 3.02% DVBE
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	SBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Axiom xCell, Inc. (SBE Prime)	96.98%		X
	Total SBE Commitment	96.98%		

	DVBE Subcontractor	% Committed	LSBE	Non-LSBE
1.	Pearson Technical Services	3.02%		X
	Total DVBE Commitment	3.02%		

B. Local Small Business Preference Program (LSBE)

The LSBE preference was applied to this solicitation. Axiom xCell, Inc., a non-LSBE prime, did not subcontract at least 30% of its contract value with LSBE firms and was ineligible for the preference.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0584, **File Type:** Informational Report

Agenda Number: 37.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

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

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives who serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The Westside Central Service Council has a vacancy created by a Councilmember who resigned earlier this year.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region, and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions on proposed bus route changes, and considering staff's recommendations and public comments. All route and major service changes that are approved by the MSCs will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The individual listed below has been nominated to serve Westside Central by the vacant seat's nominating authority. If approved by the Board, this appointment will serve for the remainder of the three-year term specified below. A brief listing of qualifications and the nomination letter for the new nominee are provided in Attachments A and B.

For your reference, the 2021 American Community Survey demographics and 2022 Metro Ridership Survey demographics for each region are compared to the membership, should this nominee be appointed.

Westside Central Service Council Nominee

- A. Thomas Praderio, New Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2021 - June 30, 2024

% Region Total	Hispanic	White	Asian & PI	Black	Native Amer	Other
WSC Council Region	42.4%	30.7%	13.7%	9.1%	0.2%	3.9%
WSC Region Ridership	64%	10%	7%	17%	1%	2%
WSC Membership/No.*	33%/3	33%/3	11%/1	22%/2	0	0

The gender makeup of the Westside Central Cities Service Council will be as follows:

Gender	WSC Membership/No.	Los Angeles County
Male	55% / 5	49.7%
Female	45% / 4	50.3%

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important, as each Representative is required to regularly use public transit, and each Council is composed of people from diverse areas and backgrounds. This enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

EQUITY PLATFORM

Metro seeks to appoint Service Council members who represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals who will closely reflect the region and its ridership, staff shares regional ridership, resident, and Service Council membership race/ethnicity, and gender demographics with each nomination request. This practice has resulted in the Service Councils becoming much more diverse in terms of both race/ethnicity and gender over the last several years. However, approximately half of LA County residents and Metro riders are women, and there is still work that needs to be done to achieve gender equity on some of the Service Councils. Staff will continue to

share demographic information and encourage nominating authorities to give weight to gender equity when considering individuals for nomination.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow this Service Council to formulate and submit their recommendations to the Board. It would also result in the Service Councils having a less diverse representation of their respective service areas.

NEXT STEPS

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

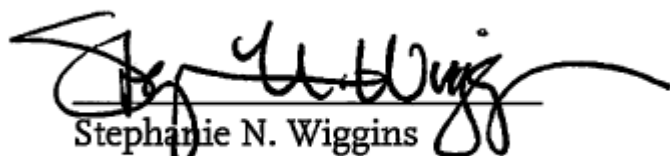
ATTACHMENTS

Attachment A - New Appointee Nomination Letter

Attachment B - New Appointee Biography and Qualifications

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

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



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE NOMINATION LETTER



KAREN BASS
MAYOR

October 3, 2023

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as my recommendation to appoint Mr. Thomas Praderio to serve as a representative on the Westside/Central Service Council for the term ending on June 30, 2024. Mr. Praderio will fill the vacancy created by Margarita Alvarez Gomez.

I certify that in my opinion Mr. Praderio is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make the appointment solely in the interest of the Los Angeles County Metropolitan Transportation Authority.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment



Thomas Praderio, Nominee to Westside Central Service Council



Thomas Praderio is an active public transportation user living in Echo Park. He is a car-free Angelino and commutes into Downtown Los Angeles for work every day. He depends on Metro to get him where he needs to go and is heavily invested in its success as a service. He hopes to use this opportunity to help shape the future direction of Metro and help it become as efficient, useful, and equitable as possible for all.

Thomas Praderio has worked as a Senior Software Engineer at Parallel Systems since July 2020 where he manages the team responsible for all software onboard Parallel Autonomous Rail Vehicles. Prior to that, he worked at SpaceX as a Software Engineer II from May 2013 to June 2019.

Thomas Praderio holds a bachelor's degree in electrical and electronics engineering from Rochester Institute of Technology.



Board Report

File #: 2023-0433, File Type: Program

Agenda Number: 41.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 19, 2023

SUBJECT: METRO TRANSIT AMBASSADOR PILOT PROGRAM EVALUATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. RECEIVING AND FILING the Evaluation of the Pilot Transit Ambassador Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to establish a permanent Transit Ambassador Program and transition the program in-house ~~over the next 12 months~~.

SANDOVAL AND DUTRA AMENDMENT:

- C. REPORTING BACK at the April 2024 Board Meeting with a progress report on the transition of the Program, including (i) cost estimates of the in-house program as part of the Metro Fiscal Year 2024-2025 Budget, (ii) potential changes in program operations, and (iii) cost to provide an enhanced Ambassador program with coverage across the entire Metro transit system.

ISSUE

In September 2022, Metro initiated a pilot Transit Ambassador Program that introduced a public safety element of uniformed, unarmed visible presence while providing care-based, in-person assistance to riders, with the primary objective of enhancing the overall customer experience. Throughout the initial year of the pilot, the Ambassadors have proven to be an integral part of Metro's broader public safety network, collaborating with Metro's system security, law enforcement, crisis response, and homeless outreach teams. This report provides a comprehensive overview of the program's impact, including highlights of the positive effects the Ambassadors have had on the transit rider community, as well as lessons learned for improvement. The program has proven its effectiveness in achieving its objectives, supporting the recommendation to transition the outsourced Pilot Transit Ambassador Program to a permanent, in-house program.

BACKGROUND

After the George Floyd protests in 2020, a national conversation ignited regarding the state of public safety and law enforcement in the United States. Advocates from community organizations, especially those representing communities of color, contended that excessive policing led to unequal treatment and too many instances of unnecessary violence. At its June 2020 meeting, the Board approved Motion 37 by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis (Attachment A), directing the CEO to reimagine Metro's public safety programs and initiatives by focusing on opportunities for enhancing the agency's policing practices and expanding the range of available public safety measures to address a wider array of issues, including standing up a Transit Ambassador program.

In 2021, Metro staff developed the framework for a pilot Transit Ambassador Program. Staff collected direct feedback from internal and external stakeholder working groups, incorporated the priorities of the Metro Public Safety Advisory Committee (PSAC), solicited direct customer and employee feedback, and reviewed elements of other transit agency ambassador programs. At its February 2022 meeting, the Board received the reimagined public safety framework, which included the Transit Ambassador program to be deployed through an outsourced model for the pilot period and transition to in-house if the program becomes permanent. Following a competitive procurement process, at its June 2022 meeting, the Board authorized the CEO to execute contracts with Strive Well-Being Inc. (Contract No. PS88001001) and RMI International Inc. (Contract No. PS88001000) to provide a Pilot Transit Ambassador Program for a three-year base period for \$71,279,189, with two, one-year options for \$51,569,235 for a total not to exceed amount of \$122,848,424. Staff committed to evaluating the pilot program utilizing real-time data and customer feedback and return to the Board with a recommendation regarding the program's continuation.

Ambassador Program Objectives

The program is designed with the following objectives:

- **Improve perceptions of safety** by providing a visible presence on the system to enhance riders' sense of personal safety and security. For issues that require special intervention, Ambassadors alert the elements of our public safety ecosystem:
 - Law enforcement regarding incidents of crime;
 - Metro transit security officers for code of conduct compliance;
 - Homeless outreach teams and crisis intervention teams who provide care-first support for vulnerable riders; andCleanliness and elevator/escalator maintenance issues that, if not promptly addressed, make stations, trains, and buses feel less safe.
- **Improve customer experience** by helping riders more confidently navigate the system, anticipate their needs, and proactively engage and connect with customers, and connect vulnerable riders to resources.

Program Launch

In September 2022, the Ambassadors hired by Strive Well-Being and RMI began their comprehensive training. The following month, Metro soft-launched the Transit Ambassador Pilot Program alongside the debut of the K-Line. This new rail line, situated entirely within equity-focused communities, presented an ideal opportunity for testing alternative approaches to traditional policing. Metro initially deployed 54 Ambassadors on the K-line and Union Station. As more Ambassadors were hired, their deployment expanded across the system based on quantitative and qualitative data. The program was formally launched in March 2023 once the system-wide goal of 300 trained Ambassadors was met.

Today, Ambassadors are deployed on the Metro system from 6 a.m. to 10 p.m. Monday through Friday, from 8 a.m. to 8 p.m. on weekends, and during extended hours as needed to support special events. They wear brightly colored uniforms so riders can easily identify them, and they are equipped with cell phones and tablets utilized to report safety, maintenance, and cleanliness issues via the Transit Watch app, or to contact appropriate Metro staff for issues that need immediate attention.

Ambassador Background and Training

Metro Ambassadors are diverse, and multilingual, and live in the communities Metro serves. In fact, 44% of Ambassadors speak one of sixteen languages other than English, including Spanish, American Sign Language, Chinese, French, Tagalog and more. All have either lived or professional experiences that increase their ability to perform their job with empathy, respect, and skill.

To ensure Ambassadors are prepared for this role, they are required to complete a comprehensive 80-hour pre-deployment training curriculum that includes cultural and situational awareness, implicit bias, disability awareness, public safety awareness, emergency preparedness, CPR, customer service, trauma-informed response, and conflict de-escalation. Ambassadors are also educated on transit operations and trained to seek the appropriate response from maintenance, transit security, law enforcement, and/or homeless outreach services. The training curriculum was developed by staff from various Metro departments with input from external partners, such as Metro's homeless outreach provider PATH and Metro's law enforcement partners. At the request of the Board, the training was extended in March 2023 to include NARCAN.

DISCUSSION

Ambassadors quickly became a critical component of Metro's multi-layered approach to improving public safety in keeping with the agency's Board-adopted Public Safety Mission and Values (Attachment B). Metro deploys an average of 236 Ambassadors daily to locations where customer safety concerns have been the greatest. Eighty-one percent of the Ambassadors are deployed to rail lines and stations, and 19% are deployed on bus lines (Lines 20, 40, 210, 720 and the J Line).

In response to ongoing concerns regarding passenger safety, both at station platforms and aboard

trains and buses, Ambassadors are deployed as dedicated riding teams, each assigned to specific rail or bus lines. In addition, certain Ambassadors operate in mobile/roving teams, riding buses and trains, alighting at stations, and promptly reporting incidents transpiring on platforms and mezzanine areas before reboarding for the next station. They are also deployed to fixed posts as needed for special events or initiatives. As the pilot program evolved, time and accumulated experience revealed that they are an invaluable resource for public safety and security, as evidenced through serving as eyes and ears on the system, the administration of lifesaving actions (CPR and Narcan doses), and the numerous testimonials from satisfied customers.

Year in Review

Ambassadors reported 502,656 interactions with riders (interactions are defined as engagement with riders - that is beyond a simple greeting, such as help with wayfinding). This increased Metro's face-to-face customer service interactions by 256%, when compared to 174,751 visits to the Metro Customer Service Centers during the same period. These interactions convey to customers that assistance is readily available for any needs they may have, thereby helping alleviate potential anxieties or concerns they might have about riding the system.

In the first year of service, the pilot Transit Ambassador Program has seen significant achievements and successful outcomes. This innovative program exceeded its established objectives, demonstrating its capacity to positively impact public safety and enhance the experience of our Metro riders and employees. The findings within this report underscore the significance of this initiative and the potential for its continued success in creating a safer and more welcoming transit environment for all.

Pilot Period Evaluation

Metro launched the evaluation of the pilot Transit Ambassador Program following its first year, driven by the program's success and the favorable results it achieved. The program evaluation includes the review and analysis of customer feedback provided via social media, calls and emails to the Metro Call Center, the examination of the Ambassadors' reported activity during the program's initial year of implementation and an Ambassador Evaluation Survey to supplement the customer feedback (Attachment C).

Overall Assessment

The data collected and customer responses validate that the Ambassador program is meeting its intended objectives to improve the customer experience and improve safety and perceptions of safety, including helping to facilitate improved maintenance and cleanliness on the system. The bottom line: 61% of customers surveyed who have seen Ambassadors want to see more of them on the system, and 54% stated that Ambassadors make them want to ride Metro more. The details of the findings are outlined below.

Improving Perceptions of Safety

The Ambassadors have served as effective eyes and ears on the system, providing system safety and law enforcement information they can use to more quickly respond to safety issues on the system. Since the inception of their deployment in October 2022 through September 2023,

Ambassadors have reported 1,994 safety-related incidents through the Transit Watch App (Attachment D) and made 665 phone calls to 911 or Metro's Security Operations Center. They have also saved lives through CPR, suicide prevention, and the administration of NARCAN. In fact, the successful use of NARCAN by Ambassadors has saved 52 riders since they began carrying it in mid-April 2023, an average of three lives saved each week in just the last six months.

Visible presence makes a difference

The visible presence of Metro Ambassadors contributes to the perceptions of safety, with the overwhelming number (97%) of survey respondents who reported having seen Ambassadors stating that Ambassadors are easy to see and 63% stating that seeing them made them feel safer. Of those who reported seeing an Ambassador, 40% had asked them for help, and among those who had asked for help, 96% found them to be helpful.

It appears that the interactions are important because the customers with more interactions with the Ambassadors were more likely to be satisfied with feeling safe from crime on the Metro system. The survey found that 43% of those who stated they have asked Ambassadors for help are satisfied with safety from crime, compared to 33% of those who have not seen Ambassadors.

Ultimately, 63% of those surveyed indicate that seeing an Ambassador makes them feel safer. That number increases to 66% among women and among people earning less than \$25K a year, 68% among people Hispanic/Latinos and people under the age of 18 and 70% among Asian/Pacific Islanders.

Qualitative reports from riders indicate that Ambassadors have responded quickly when customers had an immediate safety need, aided in identifying and even apprehending aggressors, deterred the use of illegal drugs aboard the system, and helped riders in physical distress. Below is a compilation of customer comments that highlight how Ambassadors have enhanced safety on the transit system:

- *"Today, March 12, 2023, Mr. Sanchez a Metro Ambassador helped me very much. I just got off the bus, 210, at Crenshaw and 42nd. I was waiting the bus 105 to La Brea and Obama. A "homeless" came up to me. He was deranged! He was cussing and threatening me. I am disable. Mr. Sanchez knew exactly what to do. He first introduced from Metro. He engaged in light conversation until the "deranged" man had passed. Mr. Sanchez waiting with me until my bus arrived! Thank you for Ambassador Mr. Sanchez and for all the good people who work at Metro!!" Customer comment, March 12, 2023*
- *"As a lone female rider on public transport, I just wanted to say how much I appreciate the metro ambassadors' program. It makes a huge difference to my experience/sense of personal safety, and it'll really help ridership! Thank you! Please let me know if there is any way I can support the program!" Customer comment, May 29, 2023*

-
- *“Having metro ambassadors on the buses and train and at bus stops, makes me feel a bit safer. Though they aren’t security, they are there to enforce metro rules, so I know if anyone near me is being weird I just stand or sit near them and carry on waiting.” Customer comment, July 28, 2023*

Riders’ perceptions of safety and enjoyment of their riding experience are significantly influenced by the physical conditions of the Metro system. Therefore, a significant scope of the Ambassadors’ role is to facilitate timely resolution of cleanliness and maintenance issues. From the inception of their deployment in October 2022 through September 2023, Ambassadors doubled the total number of incidences and issues that were reported, including:

- 9,404 cleanliness and maintenance issues (an additional 8,141 issues reported directly from riders)
- 2,809 graffiti sightings (an additional 1,416 sightings were reported by riders); and
- 2,671 escalator and elevator problems (an additional 1,884 were reported by riders)

The Survey found that more than half of customers who have seen the Ambassadors noted that their riding experience has improved over the last year. When asked what has contributed to that improvement, 17% of those who said it had improved cited improved safety and 16% cited improved cleanliness. “I think the new Metro Ambassadors at the stations has really helped the cleanliness and overall safety of the stations and trains,” said one survey respondent.

Ambassadors are Saving Lives

The opioid crisis has cast a deadly shadow over the nation, significantly impacting the communities Metro serves and, consequently, the transit system. As the crisis continues to unfold, individuals in need of urgent medical attention due to overdoses aboard Metro’s trains and buses. In this challenging context, ambassadors have emerged as unsung heroes.

Since the Program’s launch, Ambassadors have provided lifesaving treatment on more than 70 occasions. During the first week of their deployment alone, the Metro Ambassadors saved three lives by using CPR and/or calling in emergency help, and throughout the first year, Ambassadors have saved 20 lives using CPR, suicide prevention, and other interventions, demonstrating the critical impact that a robust, effectively trained team focused on safety and the customer experience can have on the system.

That number increased significantly in April 2023 after Ambassadors were equipped with and trained, at the request of the Board, to administer the life-saving opioid overdose reversal medication NARCAN. Ambassadors have played a crucial role in responding swiftly to overdose incidents on transit and in the stations. Over the past six months, Ambassadors have administered Narcan on 52 separate incidents, thereby providing lifesaving treatment to individuals who were overdosing, considerably augmenting the same intervention by transit security officers who administered Narcan during 33 incidents during the same period.

Improving the Customer Experience*Flexible Deployment Improves Service*

Metro staff knew that deployment would be key to the success of the Ambassador program. Ambassadors need to be deployed where and when customers felt less safe or would need the most help navigating the system. Staff knew from customer comments that customers feel less safe while waiting on station platforms and aboard trains and buses - both are times when riders feel it would be more difficult to escape an uncomfortable situation. Therefore, most of the Ambassadors are deployed as riding and roving teams where they ride a specific rail or bus line and help customers onboard vehicles, exit at each station or stop, and report any incidents at station platforms and mezzanine areas, then re-board the train to the next station. This deployment has helped to improve the customer experience.

The Pilot Transit Ambassador Program has proven to be valuable for its adaptability and capacity for real-time response. One of the program's notable features is the ability to swiftly address issues as they arise, offering a flexible and dynamic approach to ensuring the safety and convenience of our riders. This real-time responsiveness has allowed Metro to effectively manage unexpected challenges, such as unexpected service disruptions, with rapid redeployment of resources.

Furthermore, the program's flexibility has been instrumental in supporting large, planned events, where the demand for coverage surges. By strategically deploying Ambassadors during these high-ridership occasions, Metro has ensured the smooth flow of operations and an enhanced experience for the thousands of riders who may be new to our services during such events. This dual capacity for addressing immediate needs and scaling up for special events has made the Pilot Transit Ambassador Program an indispensable tool in Metro's efforts to provide exceptional service and safety to our Metro riders and employees. Below is a selection of special events and service challenges during which Ambassadors provided valuable assistance:

Special Events

- | | |
|-------------------------------|-----------------------------------|
| • USC Festival | • Rose Parade |
| • CicLaVia | • Academy Awards |
| • Taylor Swift Concert Series | • Rams and Chargers Games |
| • 2023 Train Festival | • USC and UCLA Football Games |
| • NYE Grand Park Celebration | • LAFC Soccer Games |
| • LAUS Tree Lighting Event | • NCAA Championship Football Game |

Service Disruptions

- Bus Bridge Support
- Metro Bus Shake-Ups
- Union Station Flooding

Security Deployments

- Anti-Drug Campaign (B/D lines)
- Surge Deployment (B/D lines)
- Multi-layer Deployment

- Redondo Beach Transit Center Service Transition
- Regional Connector Pre-revenue Testing

Feedback from riders regarding Ambassadors has been overwhelmingly positive, underscoring their significant contributions to enhancing the overall Metro experience. Riders have consistently reported that Ambassadors not only create a friendly and approachable atmosphere by answering questions but also go above and beyond by providing valuable assistance, such as aiding individuals with walkers, facilitating ticketing processes, offering guidance in wayfinding, serving as an elevator attendant, and ensuring a seamless utilization of the Metro system. As noted earlier, Ambassador Evaluation Survey respondents who had seen Ambassadors overwhelmingly reported Ambassadors being easy to see (97%). They also reported that the Ambassadors are friendly (94%), approachable (94%), easy to communicate with (93%), informative (92%), and eager to help (90%). These traits go a long way to providing a high-touch in-person customer experience for our customers.

Customer comments illustrate the tangible improvements in the customer experience:

- *“Hello. Thank you, thank you, thank you, for the goodwill ambassadors on trains and in stations. A huge difference in riding experience. Ambassadors are friendly, smiling, helpful, and welcoming. Literally they offer “welcome” on the train. A great idea. Hope they continue the program for good. Trains even seem cleaner. The despair felt on trains seems to be lifting. Just the presence alone of ambassadors is huge. Thanks again. PS... hope the same is done for buses too.” Ambassador Evaluation Survey respondent, Summer 2023*
- *“Thank you for adding ambassadors to trains and stations! Terrific. Makes a huge difference. Ambassadors are kind, friendly, and welcoming. Well done. Great employees. I make it a point to stop and thank them all the time. The despair I felt on trains is lifting. Feels, safer, cleaner, and less stressful on trains. Energy is different! Amen! Hope Metro does the same for buses in some form. And please keep ambassadors in place.” Customer comment, May 19, 2023*
- *“I just wanted to say Mario Estrada, a Metro Ambassador that was at the Little Tokyo station was so helpful and kind in answering my questions about the new metro lines. I was so confused on how to find my way and he explained everything showed me on the map the changes. I have had a hard time figuring out this new change and he was very helpful.” Customer comment, July 2, 2023*

Based on the Metro Ambassador Evaluation Survey, Ambassadors appear to improve the Metro customer experience. 54% of riders who have seen ambassadors, and 61% of those who have

asked an ambassador for help, believe their riding experience has improved, relative to only 45% of those who have not seen ambassadors. In addition, those who have had more interaction with Ambassadors have higher overall satisfaction with the Metro riding experience. For example, 66% of those who have asked Ambassadors for help indicate they are satisfied with Metro, relative to 57% of those who have not seen an ambassador.

Areas for Improvement

Based on customer comments and survey results, staff were able to identify some areas of improvement for the program. These are:

- Ensure the Ambassadors have ample break rooms so that they are not viewed in public taking their breaks - which has led to the perception by some that they are “just sitting or standing around.”
- Provide “Transit Watch App” branded phone cases so that customers better understand that when Ambassadors are “looking at their phones” they are usually reporting incidents on the Transit Watch app.
- Expand Ambassador deployment to more areas of the system.
- Expand Ambassador working hours to support customers early and late.
- Consider expanding what Ambassadors can do (e.g., enforce the code of conduct) and launch a communications campaign to ensure riders know clearly what they do and don’t do.
- Provide Ambassadors with radios so they can communicate directly with the other layers of the public safety ecosystem, enabling a faster response to issues.
- Provide additional tools so the Ambassadors are more quickly apprised of service disruptions.

Transitioning from outsourced Service to an in-house Model

Metro’s Pilot Transit Ambassador Program is inspired by other programs in San Francisco on the Bay Area Rapid Transit (BART) system and Philadelphia on the Southeastern Pennsylvania Transportation Authority’s (SEPTA) transit system. Since the launch of Metro’s program, several other transit agencies across the nation have initiated ambassador programs to enhance safety and security, as further summarized in Attachment E.

Currently, 11 other transit agencies have initiated ambassador programs, and over 70% have chosen to manage their programs in-house, utilizing their own employees. Additionally, more than half of these agencies have integrated their ambassador programs into their broader public safety and security framework.

There are several benefits to transitioning to an in-house model:

- As represented Metro employees, Ambassadors would have access to enhanced career opportunities such as promotion opportunities across the agency, improved health and retirement benefits, access to Metro’s suite of training courses, and job security. The current retention rate of Ambassadors is 73% vs the current retention rate of represented Metro

employees at 86%.

- Administrative: With several vendors managed by a small in-house team, the administration (e.g., ID badge issuance and replacement) can be cumbersome.
- Opportunities for improved service through uniformity in issued technology, pre-employment background checks, training, Standard Operating Procedures (SOPs), and policies that are currently slightly different depending on the vendor.
- Opportunities for closer collaboration with other Metro employees, particularly those who are a part of the multi-layer approach to safety.

As previously stated in February 2022, staff expressed the intent to bring this program in-house if it were to become permanent. Metro's Board adopted the Living Wage and Service Contract Worker Retention Policy (Attachment F) mandates that employers under Metro service contracts, meeting specific criteria concerning value and duration, must ensure the retention of workers by the successor contractor. Staff believes this policy should be applicable to Metro as well when the agency assumes the role of the successor employer. Therefore, should the Board approve the permanency of the Transit Ambassador Program, staff will work with the two contractors currently providing ambassadors to facilitate the transition of these employees into Metro as permanent employees.

When the pilot program commenced, two labor unions claimed the ambassador work as the responsibility of their members: the Transportation Communications Union whose members primarily perform customer service duties and the Teamsters Union whose members provide uniformed safety and security functions. Before establishing the internal Ambassador classifications, Metro staff intends to notify and meet with the appropriate labor union representatives to address the issue of labor representation. The supervisory positions are the responsibility of the American Federation of State, County and Municipal Employees , as such, their members would supervise the daily operations of the ambassador program if it is brought in-house.

DETERMINATION OF SAFETY IMPACT

Consistent with the Board-adopted Public Safety Mission and Values, Metro has sought to engage a multi-layered approach to public safety that strategically mobilizes unarmed first responders. Ambassadors have demonstrated that they can play a significant role in Metro's public safety ecosystem and work in connection with Metro security, law enforcement, crisis response teams, and homeless outreach teams to effectively engage riders and improve perceptions of safety. Ambassadors are a vital layer within Metro's overall public safety ecosystem in connection with Metro's system security, law enforcement, crisis response teams, and homeless outreach. The evaluation completed over the first year of the pilot program validates this position, and data from the past year affirms that Ambassadors have frequently been involved not just in reporting challenges on the system but in directly administering lifesaving treatment to individuals on the system during times of need.

FINANCIAL IMPACT

The combined board approved not-to-exceed amount for Strive Well-Being and RMI International, inclusive of the executed contracts and future options, over the five-year pilot is \$122,848,424. Total expenditure spent to date through August 2023 is \$23,484,066.

The FY24 Budget includes \$20 million for the Transit Ambassador program in Cost Center 5420, Customer Programs and Services, under Project 300040, Rail Operations Management and Admin and Project 300014, Regional Activities. Since this is a multi-year program, the Cost Center Manager, Project Manager, and Chief Customer Experience Officer will be responsible for budgeting the costs in future years.

Impact to Budget

The sources of funding are Enterprise Funds and bus and/or rail operating eligible federal, state, and local resources.

EQUITY PLATFORM

In establishing the Pilot Transit Ambassador Program, Metro has sought to deliver an improved overall customer experience on the transit system through this customer-facing program on board bus and rail vehicles and at transit stations, through staff that is representative of Metro and the communities we serve. An equity review was completed by Metro staff before the final deployment model for the program to ensure that the program had staff assigned to work in high need areas, including bus stops/stations and rail stations within Equity Focus Communities.

The recommendation to transition to an in-house model would institutionalize this successful pilot that has demonstrated system safety can be supported by unarmed customer-oriented staff. Essential and direct service workers are often more vulnerable members of the overall labor force and an in-house model is expected to provide career advancement opportunities for ambassadors who provide a valuable direct service to Metro customers and the overall system.

IMPLEMENTATION OF STRATEGIC PLANNING GOALS

The Ambassador Program is aligned with the Vision 2028 Strategic Goal 2 - Deliver outstanding trip experiences for all users of the transportation system and supports the agency's implementation of the 2022 Customer Experience Plan Goals. The program also supports Goal 2.1: Metro is Committed to improving security by providing a more visible presence of trained, easily identifiable, uniformed staff that customers can rely on.

ALTERNATIVES CONSIDERED

1. The Board could opt to end the pilot Ambassador Program. This is not recommended given that the program has demonstrated its efficacy in achieving its intended objectives to improve the customer experience and safety on the system.

-
2. The Board could decide to continue the Ambassador Program as a pilot. Staff does not recommend this because it has already demonstrated its efficacy in achieving its intended objectives to improve the customer experience and safety on the system. Implementing a permanent program in lieu of continuing the pilot will create long-term employment opportunities and career growth for ambassadors. Over the past year, the pilot Ambassador Program turnover rate was 27% vs Metro's represented employee rate of 14.2%.

NEXT STEPS

If the Board approves transitioning the Pilot Transit Ambassador Program to a permanent, in-house program, staff will implement a worker retention plan to hire the existing qualified ambassadors as Metro employees over the next 12 months and notify and meet with the appropriate labor union representatives to address the issue of labor representation. Staff will also make enhancements to the ambassador roles and deployment plans, such as expanding the hours of ambassador shifts to cover Metro hours of operation. Staff will be using the evaluation to refine, adjust, and enhance the program, ensuring that the Transit Ambassador Program remains responsive, effective, and aligned with Metro's missions and goals.

ATTACHMENTS

Attachment A - Motion 37 by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis

Attachment B - Metro Public Safety Mission & Values Statement

Attachment C - Ambassador Evaluation Survey

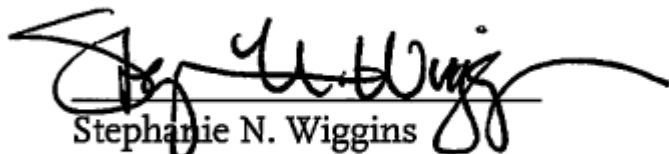
Attachment D - Ambassador Transit Watch Reports

Attachment E - Transit Agencies with Ambassador Programs

Attachment F - Metro Living Wage and Service Worker Retention Policy

Prepared by: Vanessa Smith, Executive Officer, (213) 922-7009

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060
Nicole Englund, Chief of Staff (213) 922-7950


Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2020-0429, **File Type:** Motion / Motion Response

Agenda Number: 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020**

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

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 forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,

cultural, gender, income, geography, immigration status, and housing status.

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:
1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
 2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
 3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
 4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
 5. Education about and expansion of fare discount programs.
 6. Outreach and services for unhoused individuals.
 7. A shift of resources from armed law enforcement to the above strategies.
- C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal.
- D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.

Public Safety Mission and Values Statements

Mission Statement

Metro safeguards the transit community by taking a holistic, equitable, and welcoming approach to public safety. Metro recognizes that each individual is entitled to a safe, dignified, and human experience.

Values Statements

Implementing a Human-Centered Approach

Metro commits to pursuing a human-centered approach to public safety. This means working in partnership with historically neglected communities to build trust, identify needs, and create alternatives to traditional law enforcement models.

Emphasizing Compassion and a Culture of Care

Metro commits to treating all transit riders, employees, and community members with dignity and respect. The key pillars of our approach to public safety are compassion, kindness, dependability, and fair treatment for all.

Recognizing Diversity

Metro commits to recognizing and respecting the wide range of people and communities we serve. Metro will work with transit riders, community members, families, neighborhoods, and historically underserved groups to identify needs and tailor public safety approaches.

Acknowledging Context

Metro understands that neglected communities have disproportionately endured the negative effects of systemic inequalities. Historically, institutions have excluded these same groups from decision-making. Metro's approach to public safety recognizes this context and seeks reparative models to minimize harm and promote inclusion.

Committing to Openness and Accountability

Metro's commitment to public safety recognizes that the agency must operate with the highest ethical standards, prioritize transparency, and rely on community-defined accountability measures.

Metro Ambassador Pilot Program

Ambassador Evaluation Survey

October 2023



Ambassador Evaluation Survey

Fielded: July 28 – August 7

Sample Definition

- Demographics & riding frequency match 2022 on board CX Survey
- Ratio of bus/rail riders based on 2023 boardings through August

Total Completes: 11,337, via

- Metro.net riding pages pop-up
- Transit App Push Notification
- TAP Rider Email

Completes in:

- English: n=9,292
- Spanish: n=2,045

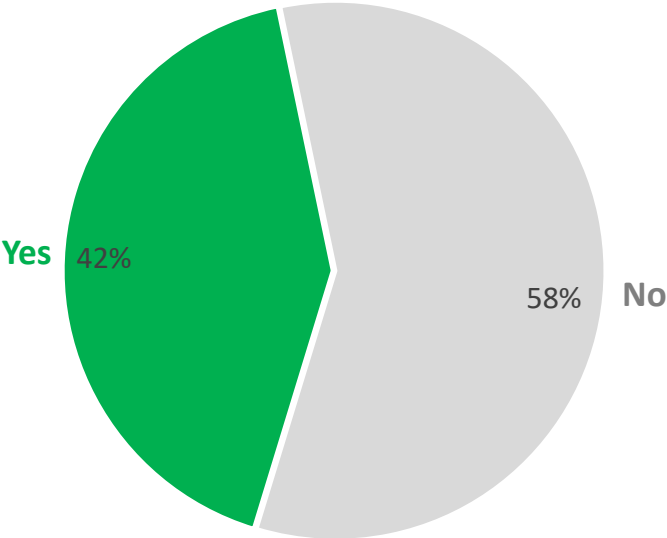
Weighted Survey Demographics		Bus Riders 78% of sample	Rail Riders 22% of sample
Hispanic / Latino		63%	50%
Black/African-American		16%	16%
White		11%	20%
Asian, Native American, Other		10%	16%
Spanish Dominant (Speaks Spanish at Home AND speaks English less than very well)		24%	13%
Speak English Very Well or Well		73%	85%
English - Not well or not at all		27%	15%
Speak Spanish at Home		58%	44%
Under \$15,000		43%	32%
\$15,000-\$24,999		25%	19%
\$25-\$49,999		21%	21%
\$50-\$99,000		8%	17%
\$100,000+		3%	12%
Under 18		8%	5%
18-24		18%	19%
25-44		35%	42%
45-64		31%	28%
65+		9%	7%
Female		49%	44%
Male		49%	54%
Other (Non-Binary, Other)		1%	3%
Payment Use Most on Bus: Cash		32%	NA
TAP card		55%	NA
TAP app		7%	NA
Apple PAY		4%	NA
How often ride Metro	Bus		Rail
5 or more days a week	63%		47%
3-4 days a week	20%		21%
1-2 days a week	8%		10%
1-3 days a month	5%		11%
Less than once a month	4%		10%
Regular access to car - Yes	22%		38%
No	78%		63%
Have Smartphone w/ connection to apps - Yes	79%		80%
No	21%		20%

Ambassadors Interaction Overview

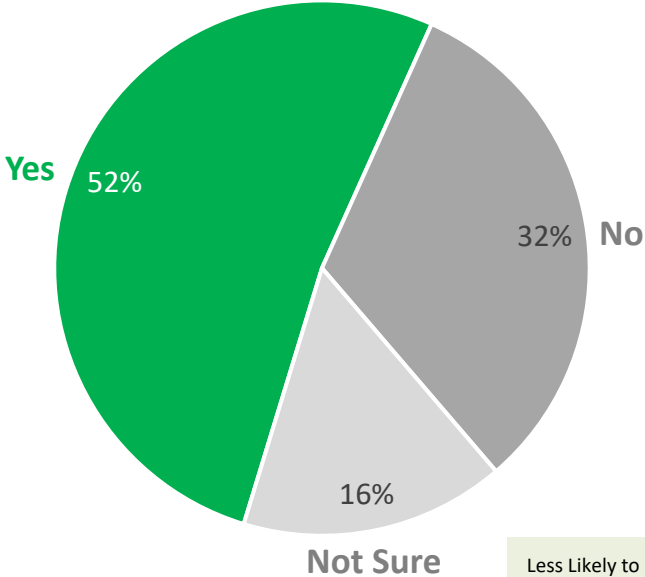
Ambassadors		Interactions		Feedback	
Category	Sub-category	Frequency	Quality	Positive	Negative
North America	USA	120	85%	90%	10%
	Canada	80	78%	85%	15%
	Mexico	50	70%	75%	25%
	Other	30	65%	70%	30%
Europe	UK	150	90%	95%	5%
	Germany	100	88%	92%	8%
	France	90	85%	90%	10%
	Other	60	80%	85%	15%
Asia	China	200	75%	80%	20%
	India	180	70%	75%	25%
	Japan	120	80%	85%	15%
	Other	70	65%	70%	30%
South America	Brazil	110	72%	78%	22%
	Argentina	90	68%	75%	25%
	Colombia	70	65%	72%	28%
	Other	40	60%	65%	35%
Africa	South Africa	60	60%	65%	35%
	Nigeria	50	55%	60%	40%
	Egypt	40	50%	55%	45%
	Other	30	45%	50%	50%
Oceania	Australia	70	70%	75%	25%
	New Zealand	50	65%	70%	30%
	Indonesia	80	60%	65%	35%
	Other	20	55%	60%	40%

About half of riders have seen ambassadors on the system

% of Riders Who've Heard Metro is Adding Ambassadors



% of Riders Who've Seen Metro Ambassadors
(Shown Picture to Remind of Appearance)



Less Likely to Have Seen Ambassadors:

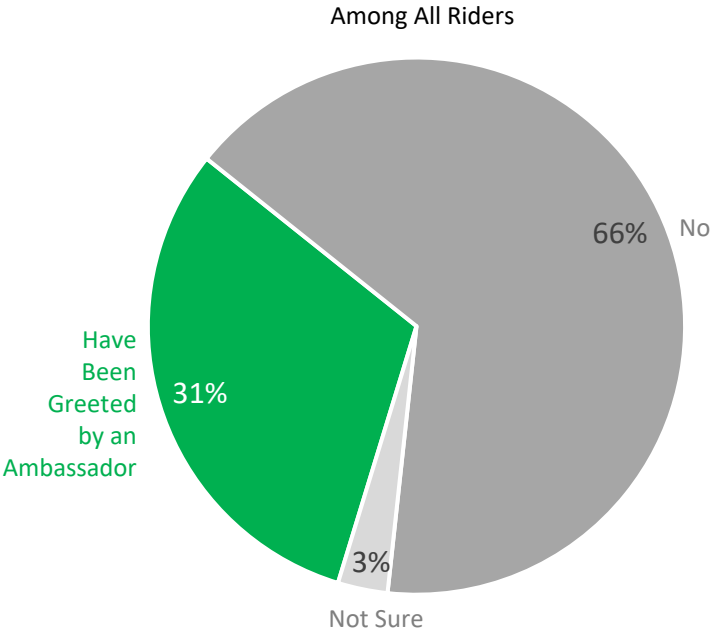
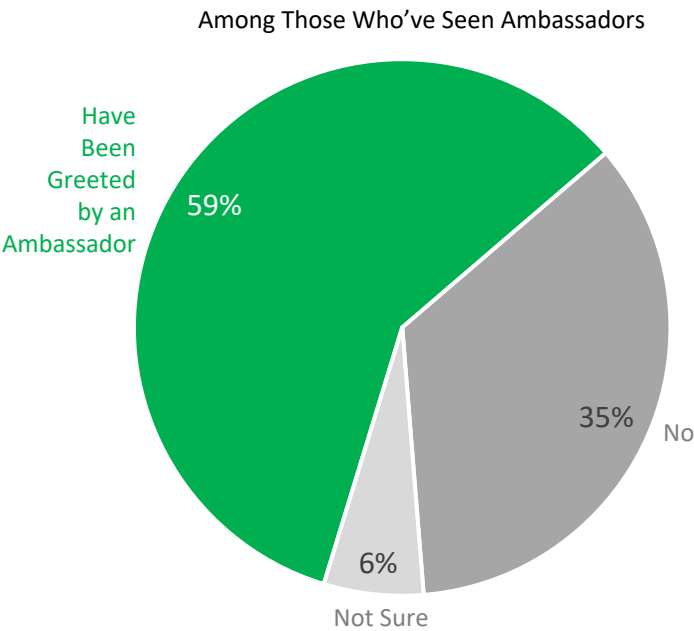
- Women (48%)
- Asian/Pacific Islanders (41%)
- Hispanics/Latinos (35%)

Source: Ambassador Program Survey, July-Aug 2023
Q: Before today, have you heard that Metro is adding Metro Ambassadors to select buses, trains, and in stations? n=11,337
Q: Have you seen Metro's Ambassadors on the Metro system, including on trains, buses, or in stations or at bus stops? They look like this. n=11,337

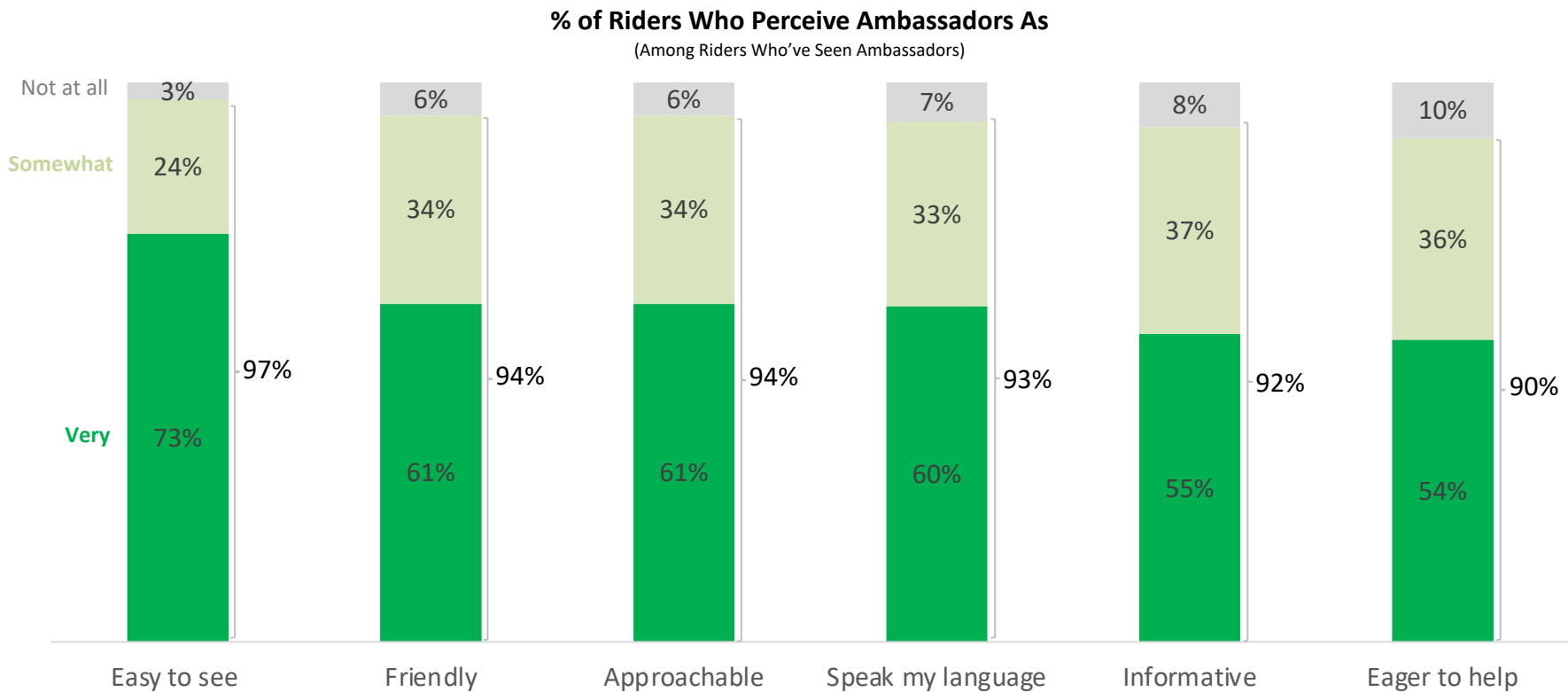


Most riders who have seen ambassadors have been greeted by them

% Who've Been Greeted by Ambassadors



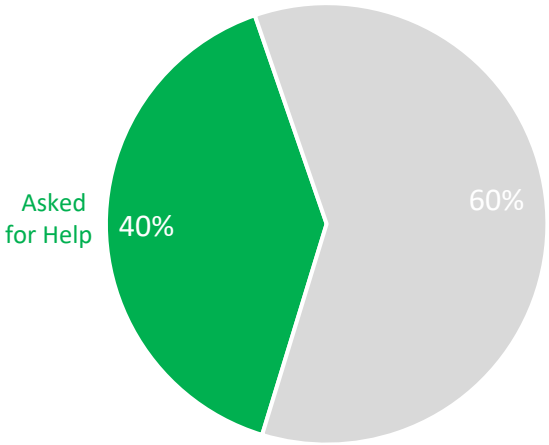
Ambassadors are perceived to be friendly, informative, and helpful



Riders who have asked Ambassadors for help have found them very helpful

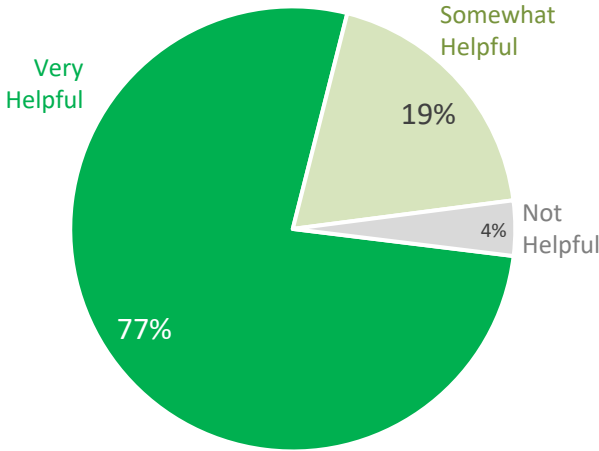
% Who Have Asked Ambassadors for Help

(Among Those Who've Seen an Ambassador)



% Who Found Ambassadors Helpful

(Among Those Who've Asked an Ambassador for Help)



Having ambassadors in the area are **helpful**. Any employees I have approached for info have been **courteous** and able to answer **questions**.

Rider, San Bernadino

They're very **helpful** whenever I have **any questions**.

Rider, South LA

I saw a lot of Metro ambassadors visible saying hello to passengers if they have **any questions**. They are **friendly**.

Rider, Pasadena

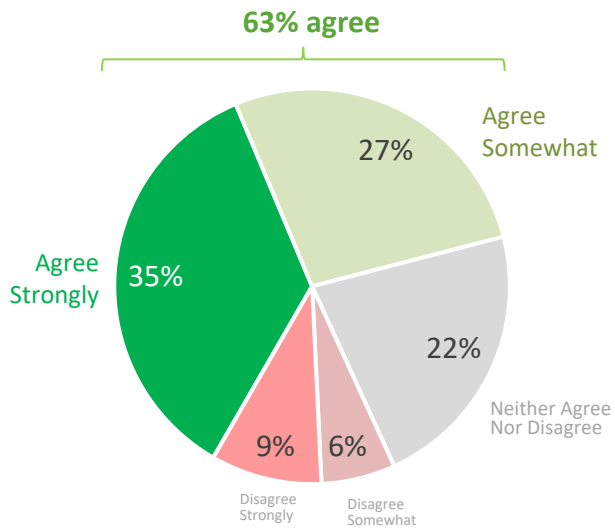
Source: Ambassador Program Survey, July-Aug 2023
Q: Have you asked a Metro Ambassador a question or for help? n=5,889
Q: When you have asked an Ambassador for help, what have you needed help with? n=5,889
Q: What has made your Metro riding experience better?

Ambassador Program Goal:

Improve Perceptions of Safety

Most riders agree that seeing Ambassadors on Metro makes them feel safer

% Who Agree
Seeing Ambassadors Makes Them Feel Safer
(Among Those Who Have Seen Ambassadors)



More Likely to Agree Ambassadors Make Them Feel Safer:

- Asian/Pacific Islanders (70%)
- Hispanics/Latinos (68%)
- Women (66%)
- Under \$25K HHI (66%)

I think the presence of Metro ambassadors has helped discourage illegal activity on the train

Rider, Pasadena

The ambassadors have cleaned up the environment some.

Rider, Westlake

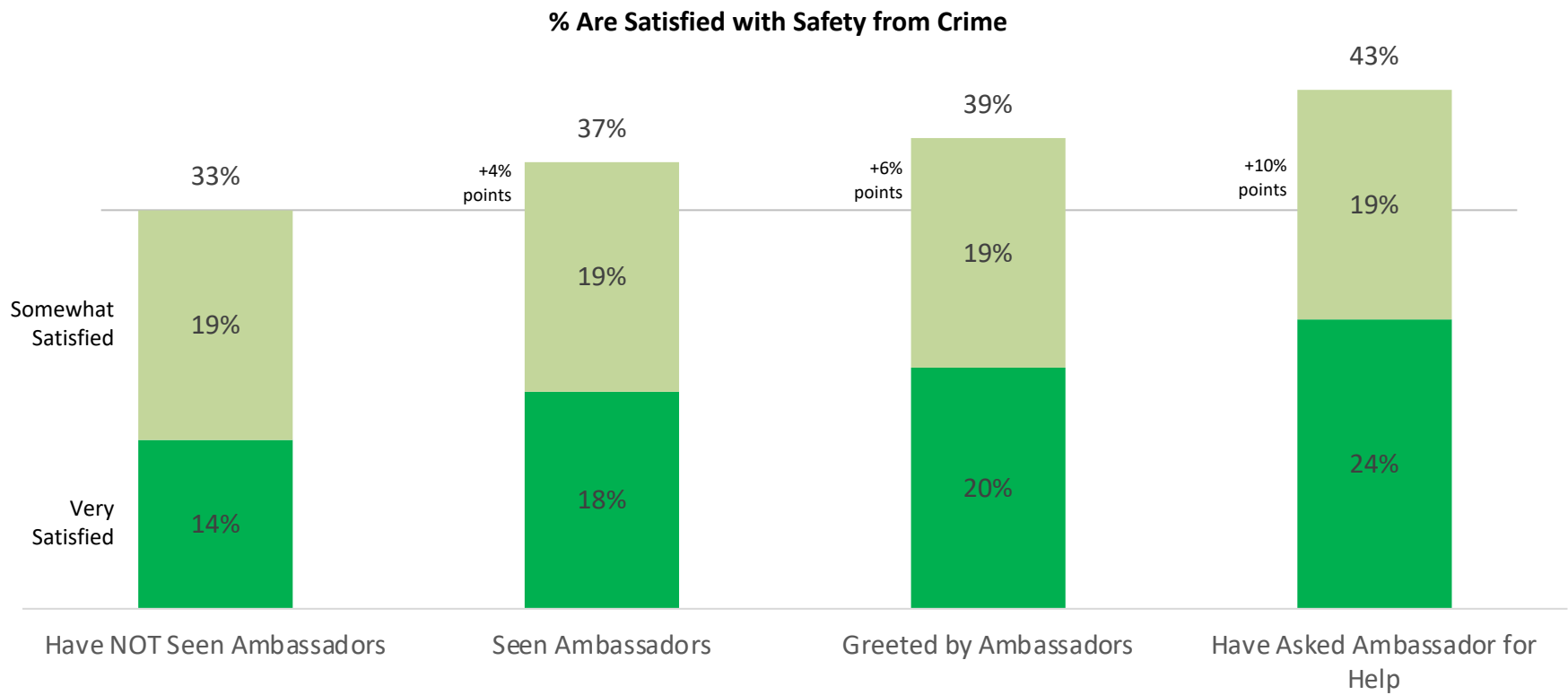
I think the new metro ambassadors at the stations has really helped the cleanliness and overall safety of the stations and trains

Rider, Glendale

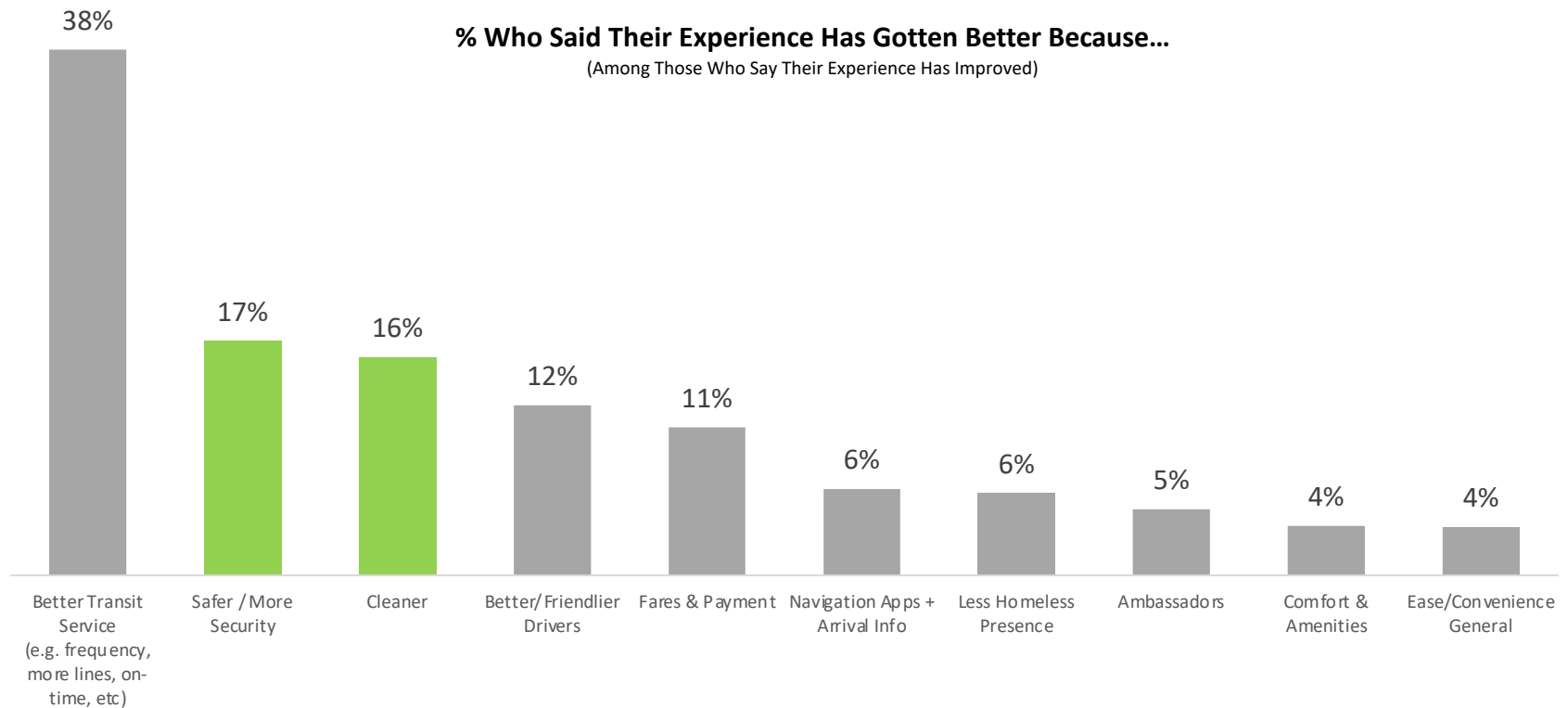
I haven't been on the Metro in over 5 years and I remember hating it because it felt unsafe. Now I absolutely love it because I feel safe and welcomed with the Ambassadors and security you have staffed.

Rider, Rampart Village

Those who have interacted with Ambassadors are more satisfied with safety from crime



When asked what has improved their overall Metro riding experience, 17% said it was safer and 16% said it was cleaner



While some riders prefer either armed or unarmed security/staff, many see the benefit of having both.

Favor
Unarmed

See Value
In Both

Favor
Armed

Ambassadors are great because they are unarmed

Continue to use Ambassadors to replace police officers on metro

Metro Ambassadors make it feel safe but not intimidating like police

I also appreciate the presence of not just the ambassadors but more police/sheriff and metro security in stations and trains

(Why the Metro experience has improved)

Increased presence of staff (both ambassadors and police)

The presence of Metro ambassadors and security personnel at various rail stations has helped minimize unpleasant encounters/incidents when riding Metro.

I haven't been on the metro in over 5 years and I remember hating it because it felt unsafe. Now I absolutely love it because I feel safe and welcoming with the ambassadors and security you have staffed.

Seeing more metro police officers in the stations helps me and fellow riders feel safer. The Metro ambassadors are nice too for new riders.

I think there needs to be more security with the Ambassadors, if at all possible. Security makes me feel safer. Also it would help keep the Ambassadors safe.

I would feel safer with Ambassadors than with law enforcement officers who carry guns.

(On how to improve the Ambassador Program):

Give them guns

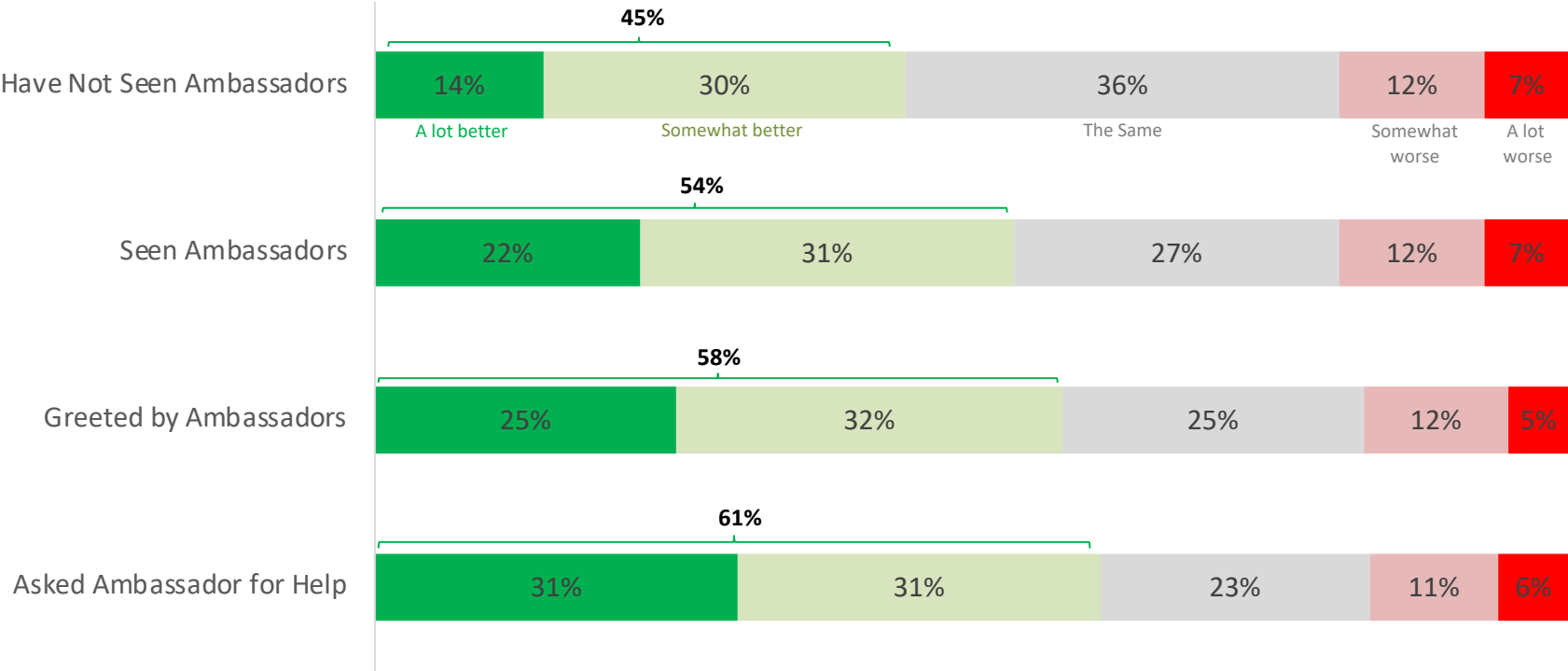
Replace them with police. We need law enforcement, not greeters

Ambassador Program Goal:

Improve Customer Experience

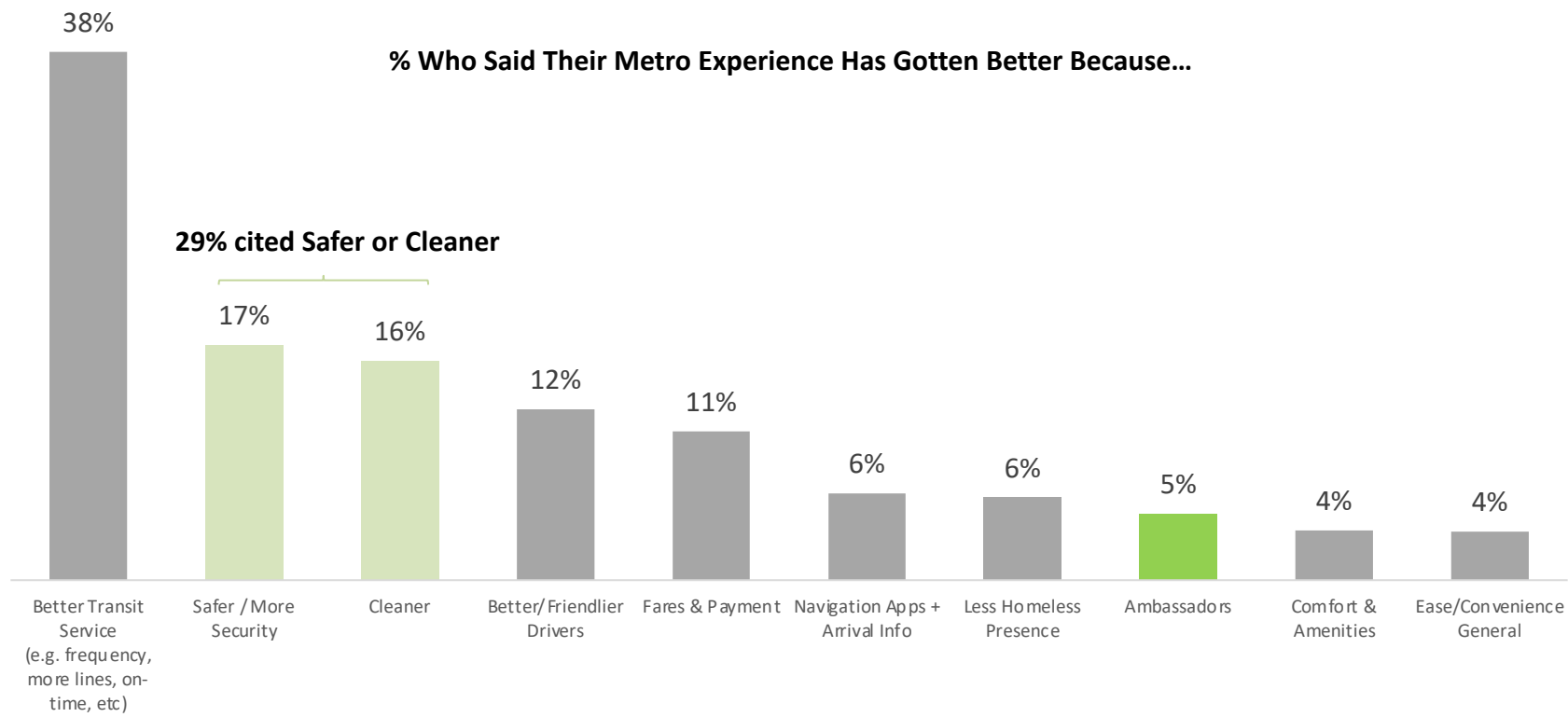
Riders who have seen or interacted with Ambassadors are more likely to feel their Metro riding experience has improved.

% of Riders Who Believe the Overall Metro Riding Experience Has Improved in Past Year



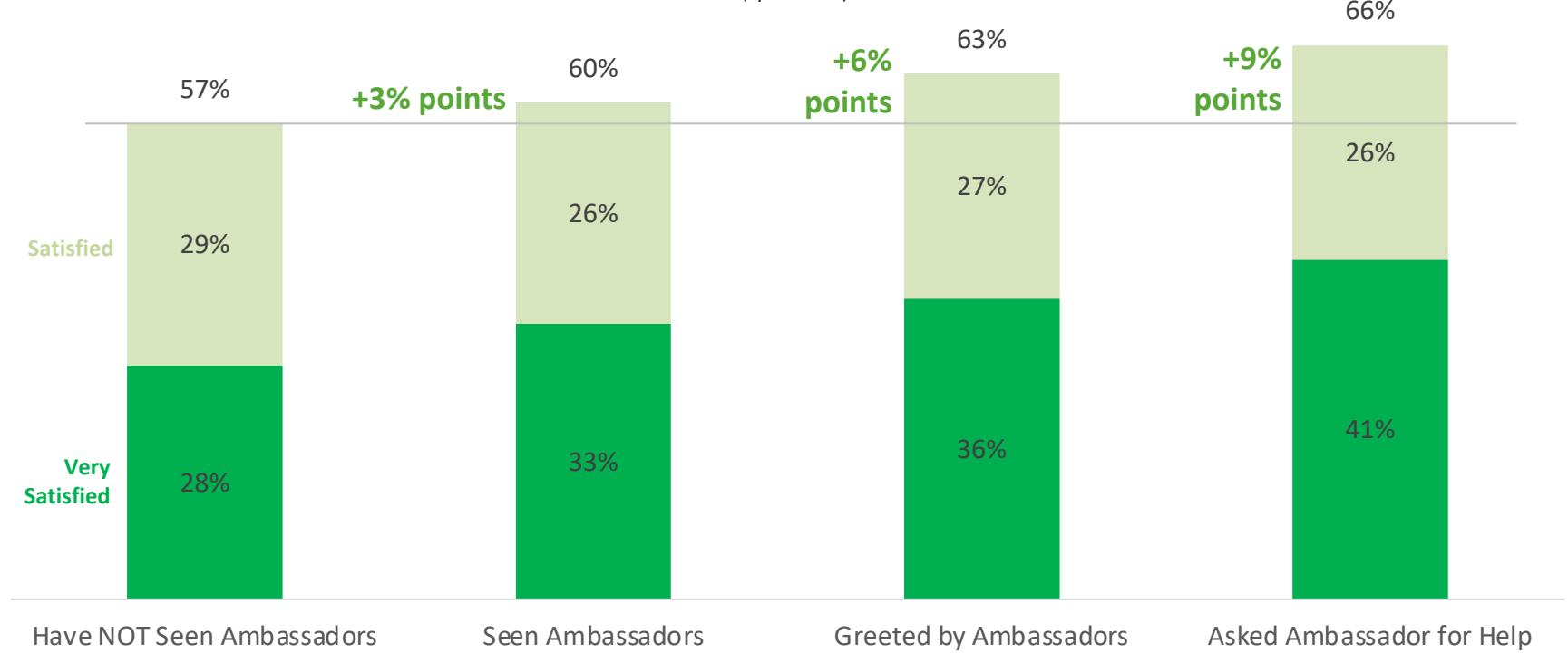
Unprompted, some cited Ambassadors as the reason for improved riding experience.

29% mentioned the system being cleaner or safer, to which Ambassadors have contributed.



Riders who have had more interaction with Ambassadors have higher satisfaction levels

% Are Satisfied with Metro Riding Experience
(Systemwide)



Areas for Potential Program Improvement

Area for Improvement	Current Status	Potential Improvement
Program Structure	The program is structured around a series of modules, each covering a specific topic. The modules are designed to be self-contained, allowing participants to learn at their own pace.	The program could be improved by incorporating more interactive elements, such as group exercises and case studies, to enhance learning and engagement.
Content Quality	The content is comprehensive and covers all the necessary topics. The materials are up-to-date and relevant to the current state of the field.	The content could be improved by incorporating more practical examples and real-world applications to help participants understand the concepts better.
Delivery Method	The program is delivered through a combination of self-paced learning and live sessions. The self-paced learning allows participants to learn at their own pace, while the live sessions provide opportunities for interaction and feedback.	The delivery method could be improved by incorporating more live sessions and interactive elements to enhance the learning experience.
Assessment Methods	The program uses a variety of assessment methods, including quizzes, assignments, and a final exam. The assessments are designed to measure participants' understanding of the material and their ability to apply it.	The assessment methods could be improved by incorporating more practical assessments, such as case studies and projects, to evaluate participants' ability to apply the knowledge.
Support Resources	The program provides a variety of support resources, including a dedicated support team, a discussion forum, and a library of additional materials.	The support resources could be improved by providing more personalized support and resources to help participants overcome challenges and succeed in the program.
Program Evaluation	The program is evaluated using a variety of methods, including participant feedback, assessment results, and program completion rates.	The program evaluation could be improved by incorporating more comprehensive and frequent evaluations to monitor the program's effectiveness and make necessary adjustments.

While Ambassadors are easy to distinguish visually, not everyone knows how Ambassadors can help them.

% Who Agree

Agree Strongly

Agree Somewhat

It is easy to tell Ambassadors apart from other Metro employees, security, and law enforcement

51%

28%

79%

I don't know what Ambassadors do

18%

21%

39%

I don't know how Ambassadors can help me

14%

17%

31%

Less Likely to Know How Ambassadors Can Help Them

- Hispanics/Latinos (38%)

Ambassadors don't do everything I want them to do

13%

13%

26%

When asked how riders would like see the Ambassador program improved, some key themes emerged:

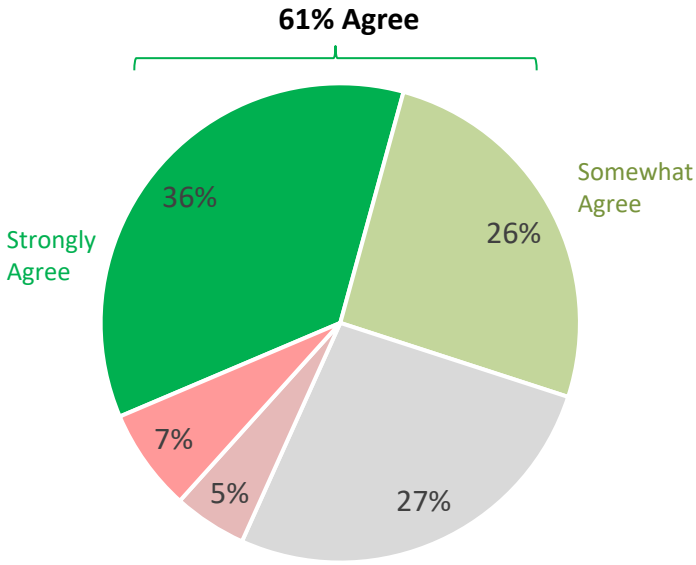
Expand to Other Areas	Expand Hours at Night	Clarify What Ambassadors Do	Less standing around talking, on phone	More knowledge of routes & arrivals	Help with additional duties that are currently out of scope
<p><i>Hire more people. I have seen them at significant stations but I'd like to see them at more stations and stops."</i></p> <p><i>Rotate them thru a wider range of lines.</i></p>	<p><i>Put them on the subways after dark.</i></p> <p><i>Have them available at night would be helpful too.</i></p>	<p><i>More clarity for the average rider on how they can help us.</i></p> <p><i>Make it more clear what they do</i></p> <p><i>Inform the riders about what they do</i></p>	<p><i>Ambassadors could move around more. Often I see several standing and talking among themselves.</i></p> <p><i>Hire those who want to do the job rather than just standing around...</i></p> <p><i>Space them out more. I see clumps of Ambassadors</i></p>	<p><i>Mandatory training and hiring process to ensure that ambassadors are knowledgeable of the various metro lines and routes</i></p> <p><i>Give information about each metro line or bus line</i></p> <p><i>Them having access to real time information</i></p>	<p><i>Have them kick out rude/aggressive people.</i></p> <p><i>Deputizing them and helping get all the homeless off the buses and the trains</i></p> <p><i>Maybe help out a bit with the cleanliness of the train.</i></p>

Looking Forward

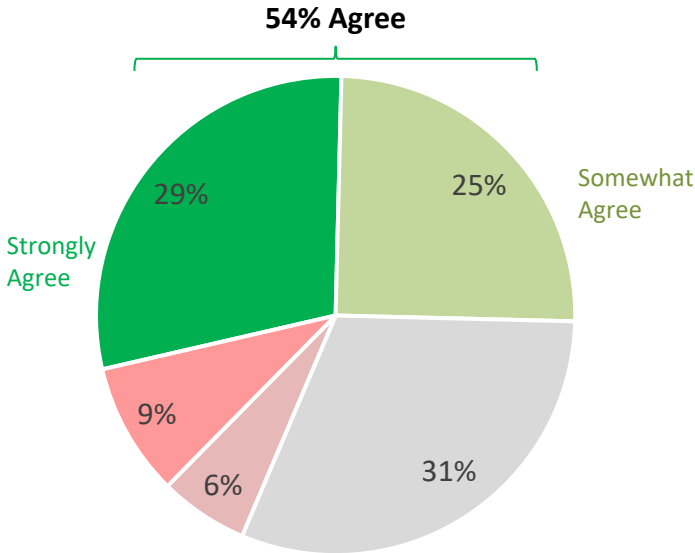
Thank you for your attention

Most riders want more Ambassadors on Metro

% Who Want to See More Ambassadors on Metro
(Among Those Who've Seen Ambassadors)



% Who Say Ambassadors Make Them Want to Ride Metro More
(Among Those Who've Seen Ambassadors)



ATTACHMENT D – AMBASSADOR TRANSIT WATCH REPORTS

Ambassador Transit Watch Reports

10.1.22-9.30.23

ADA Assistance Needed – 7

Ancillary – 1

Cleanliness/Maintenance – 9,403

Elevator/Escalator – 2,670

Fight or Disturbance – 376

Homeless – 458

Indecent Exposure – 88

Non-Sexual Harassment – 34

Other – 439

Persons in Need – 138

Property Crimes Graffiti – 2,808

Property Crimes Theft – 22

Sexual Assault Physical – 11

Sexual Harassment-Non-Physical – 13

Smoking/Alcohol/Drugs – 721

Solicitation/Aggressive Panhandling – 18

Suspicious Activity – 170

Suspicious Activity Vehicle – 5

Unattended Bag – 81

Uncategorized – 8

Vending – 76

Total - 17,547

Attachment E: Transit Agencies with Ambassador Programs

USA Transit Agencies with Ambassador Programs

	Agency	Service Area	Program Type	Hyperlink to Agency Website	Contracted or In house
1	New York City Subway	New York City	Public Safety	No Link	In house
2	Chicago "L"	Chicago	Public Safety	No Link	In house
3	Washington Metro	Washington, D.C.	Customer service	Link	In house
4	MBTA subway	Boston	Customer service	Link	Contract
5	SEPTA	Philadelphia	Public Safety	No Link	Contract
6	Bay Area Rapid Transit (BART)	San Francisco Bay Area	Public Safety	Link	In House
7	MARTA rail	Atlanta	Customer service	No Link	In house. Current Employees only
8	Metrorail	Miami	Customer service	Link	Volunteer
9	PATCO Speedline	Philadelphia, southern New Jersey	Public Safety	Link	In house
10	GCRTA Rapid Transit	Cleveland	Public Safety	Link	In House
11	Sound Transit	Seattle	Customer service	Link	In house


Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000
metro.net

REVISED
EXECUTIVE MANGEMENT & AUDIT COMMITTEE
APRIL 17, 2014

**SUBJECT: LIVING WAGE POLICY & SERVICE CONTRACT WORKER
RETENTION POLICY**

**ACTION: APPROVE ADOPTION OF LIVING WAGE & SERVICE CONTRACT
WORKER RETENTION POLICY**

RECOMMENDATION

- A. Adopt a Living Wage Policy as specified in Attachment A
- B. Adopt a Service Contract Worker Retention Policy as specified in Attachment A

ISSUE

On December 5, 2013, the Board introduced a Motion by Directors Garcetti, Molina, Dupont-Walker, and Krekorian for staff to evaluate and commit to providing an equitable wage structure for workers on all Metro landscaping and irrigation maintenance service contracts. (Attachment B) By implementing a Living Wage Policy Metro will ensure minimum levels of compensation, which will provide employees a higher standard of living, and improve the level of services provided to the public.

The Motion also requested staff conduct an analysis on adopting and implementing a service contract worker retention policy, which will retain, for transition purposes, core employees of the previously employed contractor for a period of no more than 60 days.

DISCUSSION

Living Wage Policy

Currently, Metro does not have a Living Wage Policy because landscape and irrigation maintenance contracts are subject to State and/or Federal prevailing wages. The State and/or Federal prevailing wage determinations are identified for each project based on the state and county that the project is located. All of Metro's service contracts are located within Los Angeles County. In addition, staff conducted research to identify other major transit properties that have a living wage program. The properties surveyed included:

- Bay Area Transit Authority (BART)
- Chicago Transit Authority (CTA)
- Dallas Area Rapid Transit (DART)
- Metropolitan Atlanta Rapid Transit Authority (MARTA)
- Metropolitan Transportation Authority – New York (MTA-NY)
- Orange County Transportation Authority (OCTA)
- Washington Metropolitan Area Transit Authority (WMATA)

Out of the agencies surveyed, WMATA was the only agency with a living wage policy. WMATA's living wage policy is applicable to service contracts awarded in excess of \$100,000 with rates ranging from \$12.50 to \$13.65 per hour, which is less than LAWA's rates proposed for Metro's policy.

Staff reviewed the City of Los Angeles' Living Wage Ordinance, the Los Angeles World Airport Living Wage Ordinance and the County of Los Angeles' Living Wage Program to determine the feasibility of developing and implementing a similar program at Metro.

After review of rates paid by the agencies surveyed, and the types of contracts awarded, staff found that LAWA had the highest wage rate. The Living Wage Ordinance/Programs of the agencies surveyed in Los Angeles County, applies only to service contracts. Metro staff proposes to use LAWA's higher wage rates and take the best elements of all three agencies surveyed to develop Metro's policy.

	Current Hourly Rate	Health Benefits	Total Hourly Rate
City of Los Angeles Living Wage Ordinance	10.91	1.25	12.16
Los Angeles World Airport Living Wage Ordinance	10.91	4.76	15.67
Los Angeles County Living Wage Program	9.64	2.20	11.84

DEOD met with County Counsel on the appropriate type of policy, program or ordinance that would be feasible to develop Metro's living wage policy. County Counsel concurs that it would be feasible for Metro to implement a living wage policy verses an ordinance that will allow for administrative changes, if needed.

The types of contracts that would be subject to the living wage policy are:

- Weed Abatement and Debris Removal
- Asphalt and Concrete Repair
- Tree Trimming

- Landscaping
- Trash Collection
- Pest Control
- Freeway Beautification
- Security Guard Services (not prevailing wages)

Service Contract Worker Retention Policy

Staff reviewed the City of Los Angeles', Los Angeles World Airports, worker retention programs to determine the feasibility of developing a worker retention policy for Metro. The County of Los Angeles does not have a Worker Retention Program. The aforementioned agencies all have a worker retention period of 90 days. Though the Board requested a retention period of 60 days, based on the analysis of the above agencies and similar types of contracts awarded by Metro, staff is recommending a worker retention period of no more than 90 days.

Adoption of Living Wages on Orange Line Contract

Staff has researched the Board's request to apply the City of Los Angeles' living wage rates on the Orange Line Landscape and Irrigation Maintenance contract number OP3367-3127R. The Orange Line contract was cancelled due to safety reasons. Staff will ensure that the Living Wage language and rates are included in the revised request for proposal for this project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro's employees and customers.

FINANCIAL IMPACT

Motion # 36 was introduced by the Board based on the low hourly wage rate of the Landscape Maintenance Laborer classification (state classification). The current hourly wage rate for Landscape Maintenance Labor, in the Department of Industrial Relations (DIR) wage determination, for Los Angeles County is \$9.15. Upon Board approval of the Living Wage Policy, the living wage rate of \$15.67 will be applicable; which is a \$6.52 increase per hour for each employee working under the Landscape Maintenance Laborer classification (the increased amount listed does not include overhead costs).

ALTERNATIVES CONSIDERED

1. Work with the Department of Labor (DOL) to assign a trade classification and hourly rate when the wage determination applicable to the project does not show a

classification. This is not recommended because this option requires the awarding body to submit a request in writing to the DOL to review the scope of work and assign a classification and hourly rate. Requests must be submitted for a classification for each contract awarded. Responses from the DOL often take upward of 6 months. This will have a negative impact on procurement schedules due to the delay associated with the DOL process.

2. Delay the adoption of a Service Contract Worker Retention Policy. This is not recommended because it would not allow for transition of employees, thereby causing loss of core employees that were employed by the previous contractor.

NEXT STEPS

Upon approval staff will implement the Living Wage Policy and the Service Contract Worker Retention Policy effective July 1, 2014.

Upon Board approval, the Living Wage Policy and Rates will be applicable on new service contracts over \$25,000, effective July 1, 2014.

ATTACHMENTS

- A. Metro Living Wage Policy and Metro Service Contract Worker Retention Policy
- B. Motion #36 by Directors Garcetti, Molina, Dupont-Walker, & Krekorian

Prepared by: Wendy L. White, Principal Labor Compliance Representative
(213) 922-2648



Stephanie Wiggins
Executive Director Vendor/Contract
Management



Arthur T. Leahy
Chief Executive Officer

REVISED

ATTACHMENT A

LIVING WAGE AND SERVICE CONTRACT WORKER RETENTION POLICY

I. BACKGROUND

On December 5, 2013, the Los Angeles County Metropolitan Transportation Authority (Metro) board introduced a motion for staff to evaluate and commit to providing an equitable wage structure for workers on all Metro landscaping and irrigation maintenance services contracts. By implementing a Living Wage Policy Metro will ensure minimum levels of compensation, which will provide workers a higher standard of living, and improve the level of services provided to the public.

The Motion also requested staff conduct an analysis on adopting and implementing a service contract worker retention policy which will retain, for transition purposes, employees of the previously employed contractor for a period of no more than ninety (90) days.

II. LIVING WAGE POLICY

A. Payment of Minimum Compensation to Employees

It is the policy of Metro that persons doing work on, for or on behalf of Metro be paid a living wage, be provided with or are able to afford health benefits, have reasonable time off, not be subject to lay off merely because Metro changes contractors and should work in an environment of labor peace.

Metro has adopted living wage rates adopted by the Los Angeles World Airports (LAWA). These rates will be reviewed each fiscal year, no later than the July 5th to determine if any adjustment should be made based on any change as of June 30th of the previous fiscal year.

If the contract is subject to a federal or state prevailing wage requirement, the highest of the three wage rates shall apply. Proof of the provision of benefits must be submitted to Metro with the executed contract.

B. Compensated Time Off to Employees

The contractor or subcontractor shall provide twelve (12) days of compensated time off per year for full time employees, and six (6) days of compensated time off for part time employees, who meet the criteria set forth in this policy as a covered employee. Paid holidays, paid sick days, paid vacation and paid personal days shall count toward the required twelve (12) or six (6) days.

III. SERVICE CONTRACT WORKER RETENTION POLICY

1. Application

The employee retention requirements under this policy will apply to contracts (subject to this policy) which are greater than \$25,000 and provide for the continuation of a service currently provided by another contractor, including the following contracts:

- a. Weed Abatement and Debris Removal
- b. Asphalt and Concrete Repair
- c. Tree Trimming
- d. Landscaping
- e. Trash Collection
- f. Freeway Beautification
- g. Security Guard Services (not subject to prevailing wages)
- h. Any other service contract determined by Metro to meet the intent of this policy

2. Retention Employee

Any person employed by the predecessor contractor or any subcontractor to the predecessor contractor who:

- a. Provides direct labor or service on a Metro contract
- b. Is not an "exempt" employee under the Fair Labor Standards Act
- c. Has been employed for at least the twelve (12) month period prior to the date of the new contract by the predecessor service contractor or subcontractor and is paid less than \$15.00 per hour

3. Employment

Employment shall be offered to all qualified retention employees.

- a. The new service contractor or subcontractor may deem a retention employee not to be qualified only if:
 - i. The employee has been convicted of a crime that is related to the job or to his or her job performance
 - ii. The contractor can demonstrate to Metro that the employee presents
 - iii. a significant danger to customers, co-workers, or Metro staff

- b. The new service contractor or subcontractor may treat any of its current employees as retention employees for purposes of this policy who, based on payroll records or other reliable evidence can be shown to the satisfaction of Metro:
 - i. Have been employed for at least the twelve (12) month period prior to the date of the new contract by the contractor or subcontractor
 - ii. Would otherwise need to be terminated as a result of this program
- c. In the event that the service contractor or subcontractor does not have enough positions available for all qualified retention employees and its current eligible retention employees, the service contractor or subcontractor will hire the predecessor contractor's qualified retention employees and retain its current employees who are eligible for retention under this Policy based on seniority within each employment classification.

For any positions that become available during the initial ninety (90) day period of the new contract, the service contractor or subcontractor will hire qualified retention employees and rehire its current employees who are eligible for retention under this Policy based on seniority within each employment classification.

IV. RETENTION

Qualified employees of the predecessor contractor may not be discharged without cause during the initial ninety (90) day period of their employment under the new contract.

Each such qualified retention employee who receives a satisfactory performance evaluation at the end of the initial ninety (90) day period of employment will be offered continued employment under terms and conditions established by the contractor or subcontractor for all of its employees.

V. THIRD TIER REVIEW

With respect to requests for proposals regarding contracts identified in Section III (1) all proposers shall be required to undergo what is commonly referred to as a Employee Retention Plan. This is the process under which Metro considers the proposer's history as an employer and working condition commitments in evaluating the proposals. All proposers will be required to address the following in their Employee Retention Plan:

1. Compensated Days Off

The proposal shall describe the compensated days off per year, including holidays, sick leave, vacation and personal leave.

2. Employee Retention Requirements

The proposer will be required to provide requested information and documentation with regard to staffing needs under the contract and how many, if any, of its current employees would need to be considered for retention purposes.

3. Covered Employees

Any person employed by the contractor or any subcontractor, notwithstanding the location of the person, who:

- a. Is not a person who provides volunteer services, that are uncompensated except for reimbursement of expenses such as meals, parking or transportation;
- b. Expend at least half of his or her time on work for Metro;
- c. Is at least eighteen (18) years of age

VI. ADMINISTRATION

Metro's Diversity & Economic Opportunity Department shall monitor compliance, including the investigation of claimed violations, and may promulgate additional regulations consistent with this Policy.

VII. REPORTS

The Labor Compliance Administrator of the Diversity & Economic Opportunity Department shall file an annual report on compliance with the Metro Board.

VIII. PROPOSAL AND CONTRACT LANGUAGE

All proposals and Metro contracts subject to this policy shall contain the following paragraph or substantially equivalent language:

1. Living Wage Policy

The contract is subject to Metro's Living Wage Policy and any implementing regulations. The Policy requires among other things, that unless specific exemptions apply, all employers, as defined, under service contracts shall provide payment of a minimum level of compensation to employees, which include the cost of health benefits and a minimum number of days of compensated time off. Failure to provide the living wage compensation and compensated time off may result in termination of the contract or recommendation for debarment from future

contracts. The service or labor contract shall include the employee retention requirement set forth in this Policy, if applicable.

2. Service Contractor Worker Retention Policy

This Contract may be subject to the Service Contractor Worker Retention Policy ("SCWRP") which is incorporated herein by reference. If applicable, Contractor must also comply with the SCWRP which requires that, unless specific exemptions apply, all employers under contracts that are primarily for the furnishing of services to or for the Los Angeles County Metropolitan Transportation Authority (Metro) and that involve an expenditure or receipt in excess of Twenty-Five Thousand Dollars (\$25,000) and a contract term of at least three (3) months, shall provide retention by a successor contractor for a ninety-day (90-day) transition period of the employees who have been employed for the preceding twelve (12) months or more by the terminated contractor or subcontractor, if any, as provided for in the SCWRP. Metro has the authority to terminate this Contract and otherwise pursue legal remedies that may be available if Metro determines that the subject contractor violated the provisions of the SCWRP.

IX. RETENTION PROGRAM

To the extent Metro is able to obtain the information, Metro will provide the service contractor or subcontractor with a list of names, addresses, dates of hire and employment classifications for all covered employee of the outgoing service contractor or subcontractor who are interested in continued employment.

Contracts entered into after the adoption of this Policy shall obligate the contractor or subcontractor to provide names of all qualified retention employees at the end of the contract.

X. ENFORCEMENT

The service contract agreement shall provide that if a violation of any provision of this Policy occurs and is not corrected after written notice, Metro may, at its option, take any or all of the following actions:

1. Suspend and/or terminate the contract agreement for cause;
2. Require the employer to pay any amounts underpaid in violation of the required payments and Metro's administrative costs and liquidated damages.
3. Debar the contractor or subcontractor from future Metro contracts.

XI. DEFINITIONS

- Awarding Authority means that subordinate or person of Los Angeles County Metropolitan Transportation Authority - Metro (such as a department) that awards or is otherwise responsible for the administration of a service contract.
- Contractor means any person who enters into a service contract with Metro
- Employee means any person -- who is not a managerial, supervisory, or confidential employee and who is not required to possess an occupational license – who is employed (1) as a service employee of a contractor or subcontractor on or under the authority of one or more service contracts and who expends any of his or her time thereon, including but not limited to: weed abatement, debris removal, asphalt and concrete repair, tree trimming, landscaping, trash collection, pest control and freeway beautification.
- Employee Service Contractor Worker Retention Policy for purposes of applying the provisions of the Service Contractor Worker Retention Policy includes only those employees of a contractor or subcontractor who work on or under the authority of a Metro service contract and who meets all the following requirements: (1) earns under \$15 per hour for work performed on or under the authority of the service contract; (2) has been employed with the contractor or subcontractor for the preceding 12 months; and (3) whose primary place of employment is under the authority of the service contract.
- Person means any individual, proprietorship, partnership, joint venture, corporation, limited liability company, trust, association, or other entity that may employ individuals or enter into contacts.
- Service Contract means a contract in excess of \$25,000 and in duration of three months or longer awarded to a contractor by Metro, primarily for the furnishing of services to or for Metro.
- Subcontractor means any person not an employee that enters into a contract (and that employs employees for such purpose) with a contractor or subcontractor to assist the contractor in performing a service contract. Thus, vendors of a service contractor are not regarded as “subcontractors” for this purpose.
- Successor Contract means a contract to provide services that are substantially similar to the services provided by a prior, recently terminated contract. A service contract will be considered a “recently terminated” contract subject to the SCWRP if, at the time the contract is being terminated, the awarding

department planned to put into place, or contemplated putting into place, another contract to provide for services that are substantially similar to those provided under the contract being terminated. The resulting contract to provide those substantially similar services is subject to the SCWRP as a successor contract. If there is doubt to whether the services to be performed under a new contract are substantially similar to those performed under a recently terminated contract, the DEOD, Procurement and Project Manager shall determine the issue considering Metro proprietary interest in the continuity of services.

- Successor Contactor means a contactor that is awarded a contract to perform services that are substantially similar to the services performed under a recently terminated or completed contact.
- Terminated Contractor a service contractor whose service contract has been recently terminated. It also includes a subcontractor to a service contractor if the contactor is subject to the SCWRP and the service contract between the contractor and its subcontractor is terminated prior to the end of the termination of the Metro service contract.
- Willful Violations means that the employer knew of his, her, or its obligations under the article and deliberately failed or refused to comply with its provisions.

###

ATTACHMENT B

MOTION BY:

**MAYOR ERIC GARCETTI, SUPERVISOR GLORIA MOLINA &
DIRECTOR JACQUELYN DUPONT-WALKER**

Item 36.1 – Landscape & Irrigation Maintenance Services –

Living Wage Policy

MTA contracts out landscaping and irrigation services for almost all bus and rail facilities and properties.

Much of this work requires a skilled workforce that are properly trained to perform quality landscaping and irrigation services.

Current MTA practice and contracting policy contracts out landscape and irrigation maintenance services.

The MTA needs to evaluate and commit to providing an equitable wage structure for the workforce that provides these type of services.

Both the City and County of Los Angeles are committed to providing a to their contract employees.

The current City of Los Angeles Living Wage Ordinance requires that employees earn a minimum hourly wage of \$10.91, plus an additional \$1.25 in health benefits or cash, as well as access to paid and unpaid time off.

These elevated minimum levels of compensation provide employees with a higher standard of living, and improve the level of services provided to the public.

MTA does not have an adopted living wage ordinance because the agency's service contracts are subject to state prevailing wages.

While the vast majority of contract workers covered by prevailing wage earn well above the County and the City's living wage rates, employees

working under the classification of Landscape Maintenance Laborer earn less.

These workers earn a minimum hourly rate of \$9.145 in accordance with the California Director of Industrial Relations' General Prevailing Wage Determination.

The MTA should also explore opportunities to retain high skilled workers similar to the City of Los Angeles's "Living Wage and Service Contractor Worker Retention" requirements.

WE THEREFORE MOVE THAT THE MTA CEO:

1. Report back on the feasibility of adopting a living wage ordinance for MTA and provide an analysis that includes a review of which contracts would be subject to the living wage ordinance.
2. Consider and provide recommendations on a service contract worker retention program which retains, for transition purposes, core employees of the previously employed contractor for a period of no more than days.
3. Apply the City of Los Angeles' living wage rates to the Orange Line landscape maintenance contract before us today.
4. Report back at the March 2014 Board meeting on all the items listed above.

###

Metro Ambassador Pilot Program Evaluation

Operations, Safety & Customer Experience Committee
October 19, 2023

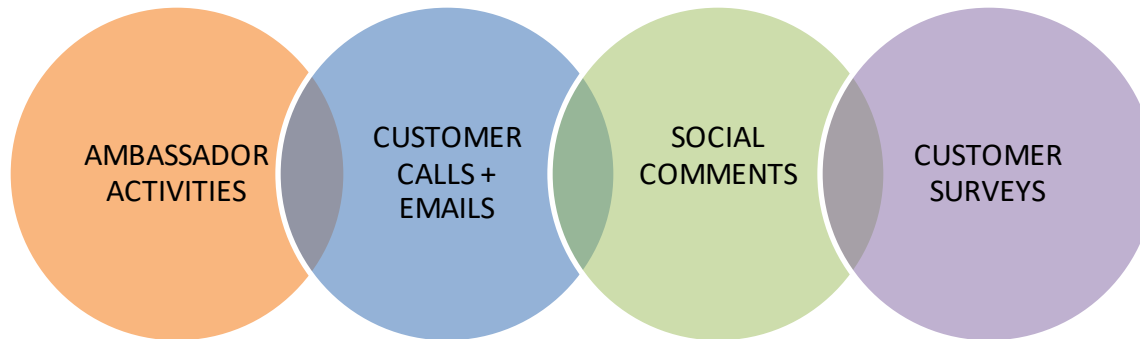


AMBASSADOR PROGRAM OBJECTIVES AND EVALUATION

The program is designed with the following objectives:

- **Improve perceptions of safety** by providing a visible presence on the system to enhance riders' sense of personal safety and security. For issues that require special intervention, Ambassadors alert the elements of our public safety ecosystem:
 - Law enforcement regarding incidents of crime;
 - Metro transit security officers for code of conduct compliance;
 - Homeless outreach teams and crisis intervention teams who provide care-first support for vulnerable riders; and
 - Cleanliness and elevator/escalator maintenance issues that, if not promptly addressed, make stations, trains, and buses feel less safe.
- **Improve customer experience** by helping riders more confidently navigate the system, anticipate their needs, proactively engage and connect with customers, and connect vulnerable riders to resources.

HERE'S WHAT WE LOOKED AT:



Overall, Ambassadors have...

Significantly increased Metro face-to-face customer service interactions

174,751

Customer Center Visits

+

502,656

Ambassador Interactions with riders (beyond a greeting)

=

677,407

Improved response times by reporting cleanliness and maintenance issues

9,404

Cleanliness/ maintenance issues

2,809

Graffiti Sightings

2,671

Escalator/Elevator Problems

Alerted first responders and outreach teams

1,785

Safety-related submissions on Transit Watch App

381

Phone calls to 911 or Metro's Security Operations Center

Saved 72 Lives

52

Lives saved using Narcan since April

+

20

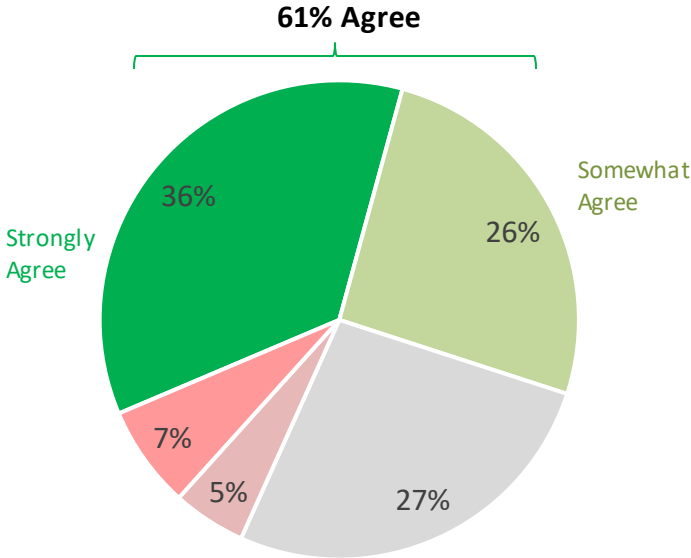
Lives saved using CPR, suicide intervention, etc.

=

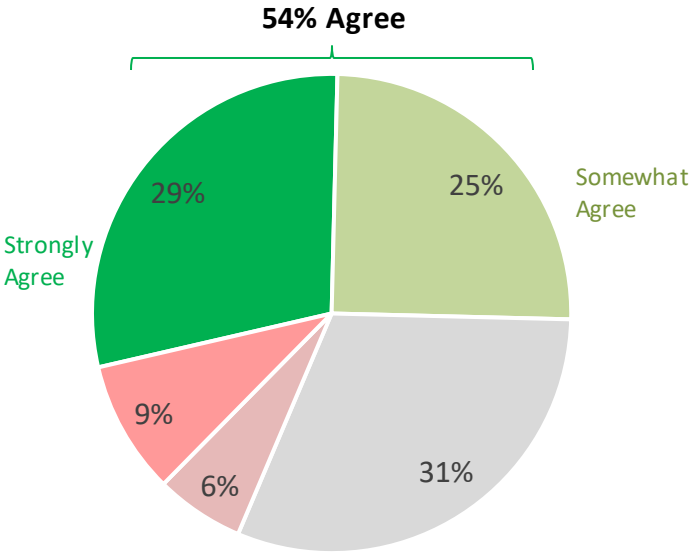
72

Most riders want more Ambassadors on Metro

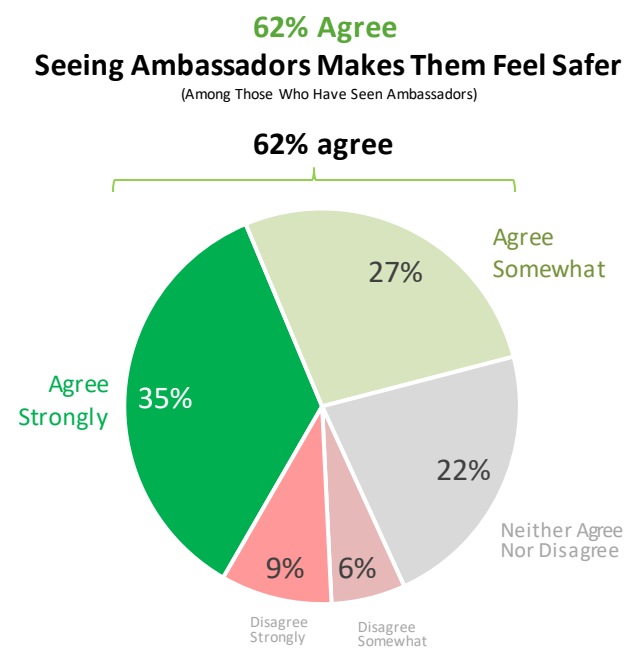
61% Want to See More Ambassadors on Metro
(Among Those Who've Seen Ambassadors)



54% Say Ambassadors Make Them Want to Ride Metro More
(Among Those Who've Seen Ambassadors)



Most riders agree that seeing Ambassadors on Metro makes them feel safer



I think the presence of Metro ambassadors has helped discourage illegal activity on the train

Rider, Pasadena

The ambassadors have cleaned up the environment some.

Rider, Westlake

I think the new metro ambassadors at the stations has really helped the cleanliness and overall safety of the stations and trains

Rider, Glendale

I haven't been on the Metro in over 5 years and I remember hating it because it felt unsafe. Now I absolutely love it because I feel safe and welcomed with the Ambassadors and security you have staffed.

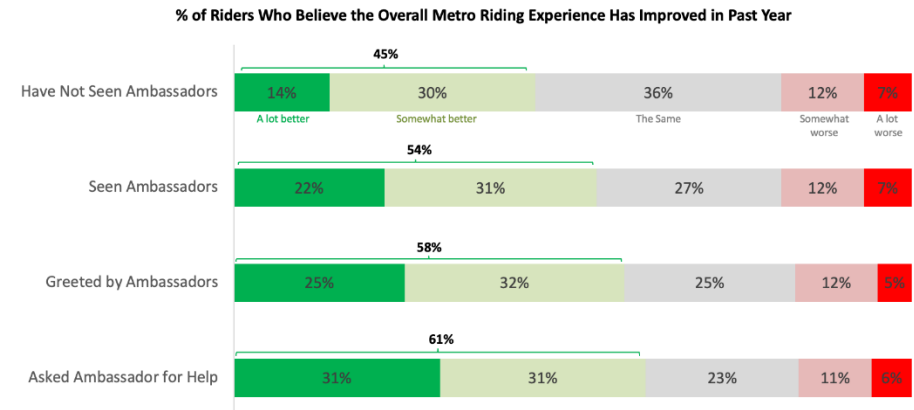
Rider, Rampart Village

- More Likely to Agree Ambassadors Make Them Feel Safer:
- Asian/Pacific Islanders (70%)
 - Hispanics/Latinos (68%)
 - Women (66%)
 - Under \$25K HHI (66%)

Source: Ambassador Program Survey, July-Aug 2023
Q: How much do you agree or disagree with the following statements? n=5,889
Q: What has made your Metro riding experience better?

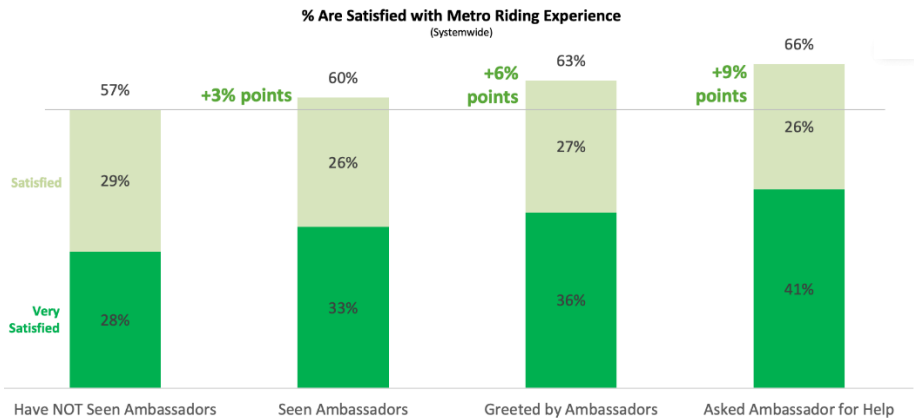
Ambassadors appear to Improve the Customer Experience

Riders who have seen or interacted with Ambassadors are **more likely** to feel their Metro riding experience has improved.



Source: Ambassador Program Survey, July-Aug 2023
Q: Is your overall Metro riding Experience, including both bus and rail, better than, worse than, or the same as it was a year ago? n=11,337

Riders who have had **more interaction** with Ambassadors have **higher satisfaction levels**



Source: Ambassador Program Survey, July-Aug 2023
Q: Thinking about your experiences during your entire journey door-to-door and all your interactions with Metro [INSERT "Bus" OR "Rail" BASED ON ASSIGNMENT AT HIDDEN_VARIABLE_MODE_ASSIGNMENT], how satisfied are you with Metro [Bus/Rail]? n=11,337

When we asked riders how they would like see the Ambassador program improved, some key themes emerged:

Expand to Other Areas	Expand Hours at Night	Clarify What Ambassadors Do	Less standing around talking, on phone	More knowledge of routes & arrivals	Help with additional duties that are currently out of scope
<p><i>Hire more people. I have seen them at significant stations but I'd like to see them at more stations and stops."</i></p> <p><i>Rotate them thru a wider range of lines.</i></p>	<p><i>Put them on the subways after dark.</i></p> <p><i>Have them available at night would be helpful too.</i></p>	<p><i>More clarity for the average rider on how they can help us.</i></p> <p><i>Make it more clear what they do</i></p> <p><i>Inform the riders about what they do</i></p>	<p><i>Ambassadors could move around more. Often I see several standing and talking among themselves.</i></p> <p><i>Hire those who want to do the job rather than just standing around...</i></p> <p><i>Space them out more. I see clumps of Ambassadors</i></p>	<p><i>Mandatory training and hiring process to ensure that ambassadors are knowledgeable of the various metro lines and routes</i></p> <p><i>Give information about each metro line or bus line</i></p> <p><i>Them having access to real time information</i></p>	<p><i>Have them kick out rude/aggressive people.</i></p> <p><i>Deputizing them and helping get all the homeless off the buses and the trains</i></p> <p><i>Maybe help out a bit with the cleanliness of the train.</i></p>

Let's Hear From Some Customers and Ambassadors



Benefits of bringing the Transit Ambassador Program In-House:

- **Retention:** As represented Metro employees, Ambassadors would have access to enhanced career opportunities such as promotion opportunities across the agency, improved health and retirement benefits, access to Metro’s suite of training courses, and job security. The current retention rate of Ambassadors is 73% vs the current retention rate of represented Metro employees at 86%.
- **Streamline Administration:** With several vendors, managed by a small in-house team, the administration (e.g., ID badge issuance and replacement) can be cumbersome.
- **Improve Efficiency:** Opportunities for improved service through uniformity in issued technology, pre-employment background checks, training, SOPs, and policies that are currently slightly different depending on the vendor.
- **Improve Teaming:** Opportunities for closer collaboration with other Metro employees, particularly those who are a part of the multi-layer approach to safety.

RECOMMENDATIONS

CONSIDER:

- A. RECEIVE AND FILE the Evaluation of the Pilot Transit Ambassador Program (Ambassador Program); and
- A. Authorize the CEO to make the Transit Ambassador Program permanent and transition the program in-house over the next 12 months.

Thank you

Transit Ambassador Contracts Language:

TERMINATION FOR CONVENIENCE OF LACMTA

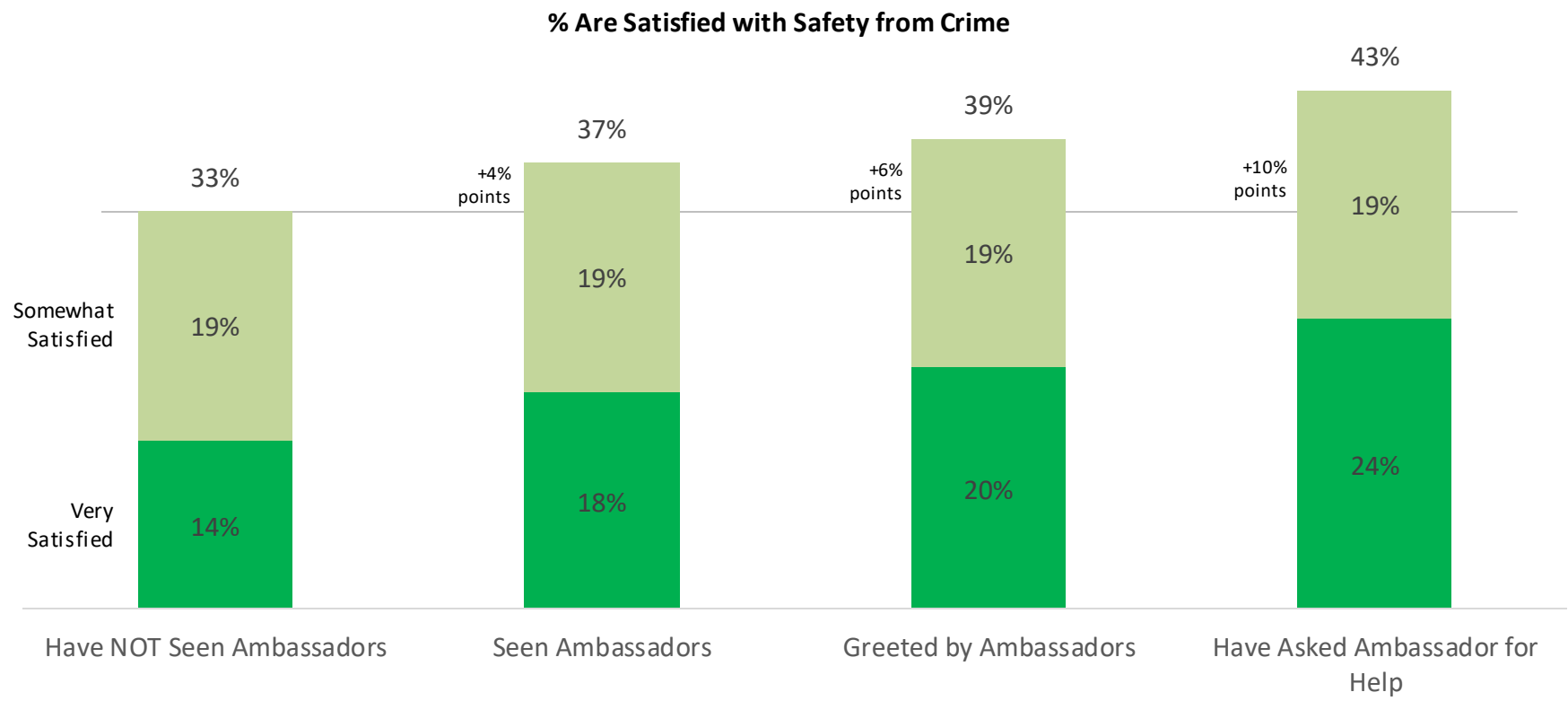
- The performance of the Services under the Contract may be terminated, with or without cause, at any time, in whole or in part, as determined by LACMTA in its sole discretion. Such termination will be accomplished by delivery of a Notice of Termination to the Contractor, specifying the extent to which performance of the Services under the Contract shall be terminated and the date upon which such termination shall become effective.
- If the termination is for the convenience of LACMTA, Contractor shall submit a final invoice within 60 days of termination and upon approval by LACMTA. Upon failure of the Contractor to submit its termination claim within the time specified, LACMTA will determine the amount due the Contractor, if any, on the basis of information available, and will pay the Contractor the amount so determined.
- Subject to the provisions of the above Subsection, the Contractor and LACMTA may agree upon the total or partial amount to be paid to the Contractor by reason of the total or partial termination of the Services pursuant to this Section. The Contract will be amended or revised accordingly, and the Contractor will be paid the agreed-upon amount.

Living Wage and Service Contract Worker Retention Policy

Metro's Board adopted Living Wage and Service Contract Worker Retention Policy (Attachment E) mandates that employers under Metro service contracts, meeting specific criteria concerning value and duration, must ensure the retention of workers by the successor contractor. Staff believe this policy should be applicable to Metro as well when the agency assumes the role of the successor employer.

Therefore, should the Board approve the permanency of the Transit Ambassador Program, staff will work with the two contractors currently providing ambassadors to facilitate the transition of these employees into Metro as permanent employees.

Those who have interacted with Ambassadors are more satisfied with safety from crime



Metro Ambassador Deployment

Most Ambassadors are deployed as riding and roving teams to support customers where they feel most uneasy. Fixed-post deployment overlay to support big events, disruptions, and special security deployments including the following:

Special events

- Taste of Soul
- USC Festival
- CicLaVia
- Taylor Swift Concert Series
- 2023 Train Festival
- NYE Grand Park Celebration
- LAUS Tree Lighting Event
- Rose Parade
- Academy Awards
- Rams and Chargers games
- USC and UCLA football games
- LAFC soccer games
- NCAA Championship Football Game

Service Disruptions

- Regional Connector Pre-revenue Testing Support
- Metro Bus Shake-Ups
- Union Station Flooding
- Redondo Beach Transit Center Service Transition
- Bus Bridge Support

Security Deployments

- Anti-Drug Campaign (B/D lines)
- Surge deployment (B, D lines)
- Enhanced multi-layer deployment

AMBASSADOR RESPONSIBILITIES

- Engage with customers.
- Assist with wayfinding.
- Call system safety or law enforcement if they see a safety incident.
- Support riders with life-saving CPR, NARCAN.
- Alert Metro of cleanliness and maintenance incidents using the Transit Watch App.
- Support Operations, CX and SSLE in event and special security deployments.

