



Metro

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

Agenda - Final

Thursday, June 22, 2023

10:00 AM

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Board of Directors - Regular Board Meeting

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James Butts
Fernando Dutra
Lindsey Horvath
Paul Krekorian
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Katy Yaroslavsky
Gloria Roberts (Interim), 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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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 22 de Junio de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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Written Public Comment Instruction:

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

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

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

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 10.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2023-0307](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2023-0417](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

5. **SUBJECT: BOARD OFFICERS** [2023-0403](#)

RECOMMENDATION

ELECTION of Board Officers.

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0) EXCEPT FOR ITEM C WHICH WAS FORWARDED WITHOUT RECOMMENDATION DUE TO ABSENCES AND CONFLICTS:

19. **SUBJECT: METROLINK FY24 ANNUAL WORK PROGRAM AND REGIONAL RAIL SUPPORTIVE ACTIONS** [2023-0216](#)

RECOMMENDATION

CONSIDER:

A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) FY 2023-24 Operating, Rehabilitation, and Capital Budget in the amount of \$199,400,319 as described in Attachment A;

B. APPROVING programming of \$29,290,000 to SCRRA for a Working

Capital Long-Term Loan, contingent upon SCRRA Board approval of a loan repayment policy addressing terms and conditions;

- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000 in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts;
- D. APPROVING the programming of \$500,000 to SCRRA for FY 2023-24 supplemental Right-Of-Way (ROW) maintenance along Metro-owned property;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SOGR) Memoranda of Understanding (MOUs) as follows:
- FY 2017-18 SOGR program extended from March 30, 2024 to June 30, 2025
 - FY 2018-19 SOGR program extended from June 30, 2023 to June 30, 2025
 - FY 2019-20 SOGR program extended from June 30, 2023 to June 30, 2025;
- F. APPROVING the FY 2023-24 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

Attachments:

- [Attachment A - SCRRA FY 24 Budget Transmittal](#)
- [Attachment B - Regional Rail Planning & Environmental OnCall Serv. Summary](#)
- [Attachment C - Procurement Summary](#)
- [Attachment D - Contract Modification Change Order Log](#)
- [Attachment E - DEOD Summary](#)
- [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE AND OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE RECEIVED AND FILED:

- 21. SUBJECT: IN-HOUSE PUBLIC SAFETY DEPARTMENT FEASIBILITY STUDY** [2023-0286](#)

RECOMMENDATION

RECEIVE AND FILE the In-House Public Safety Department Feasibility Study (Attachment A).

Attachments: [Attachment A - Public Safety Department Feasibility Study Report - Final](#)
[Attachment B - Homeless Feasibility](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL AS AMENDED BY SOLIS (4-1) AND OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE RECOMMENDED APPROVAL AS AMENDED BY SOLIS AND HORVATH (5-0) THE FOLLOWING:

- 21.1. SUBJECT: IN-HOUSE PUBLIC SAFETY IMPLEMENTATION PLAN MOTION** [2023-0324](#)

RECOMMENDATION

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

SOLIS AMENDMENT:

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

HORVATH AMENDMENT:

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

- A. The anticipated performance-level of the "standard" and "enhanced" deployment models presented in the previously referenced feasibility study, in terms of system-wide coverage and the provision of a visible security and/or customer service presence.

-
- B. Best practices for system-wide coverage and deployment of law enforcement and non-law enforcement personnel from transit agencies nationally and internationally.
 - C. Resources required to deploy a “best practices” model.
 - D. Additional improvements in security technology, system hardening, interoperable communications, and deployment strategies currently underway or being contemplated for an in-house public safety department that may off-set the number of SSLE personnel required to effectively staff the system.

38. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

[2023-0363](#)

RECOMMENDATION

RECEIVE AND FILE Public Safety Report.

Attachments:

[Attachment A - Total Crime Summary April 2023](#)

[Attachment B - Systemwide Law Enforcement Overview April 2023](#)

[Attachment C - MTA Supporting Data April 2023](#)

[Attachment D - Bus & Rail Operator Assaults April 2023](#)

[Attachment E - Sexual Harassment Crimes April 2023](#)

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

[2023-0382](#)

RECOMMENDATION

CONSIDER:

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

- Attachments:** [Attachment A - Violation Fees and Timeframes](#)
[Attachment B - Motion 42](#)
[Attachment C - Analysis Findings](#)
[Attachment D - Fee Adjustment Policy](#)
[Attachment E - Processing Fee Breakdown](#)
[Attachment F - Pay-As-You-Go Equity Analysis](#)

(CARRIED OVER FROM MAY EXECUTIVE MANAGEMENT COMMITTEE)

40. SUBJECT: LINK UNION STATION PROJECT [2023-0325](#)

RECOMMENDATION

AUTHORIZE The Chief Executive Officer to:

- A. NEGOTIATE, AWARD AND EXECUTE a cost reimbursable fixed fee Contract No. AE83177E0130, to Lockwood, Andrews, & Newman, Inc (LAN), for preconstruction services and construction management support services on the Link US Project, subject to resolution of any properly submitted protest(s);
- B. AUTHORIZE a contract funding amount not-to-exceed \$16,250,000 through January 2027 to support preconstruction services with an anticipated Annual Work Plan not to exceed \$3,500,000; and
- C. NEGOTIATE AND EXECUTE contract modifications within the Board approved contract funding amount.

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

END OF NON-CONSENT

41. SUBJECT: CLOSED SESSION [2023-0428](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
 - 1. Doris Coleman v. LACMTA, LASC Case No. BC699976
- B. Conference with Real Property Negotiators - G.C. 54956.8
 - Property: 777 S. Figueroa Street, Los Angeles, CA
 - Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
 - Negotiating Parties: Maguire Properties - 777 Tower LLC
 - Under Negotiations: Price and Terms

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2023-0411](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 25, 2023.

Attachments: [Regular Board Meeting MINUTES - May 25, 2023](#)
[May 2023 Public Comments](#)

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

8. **SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE** [2023-0257](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$25,788,000 in additional programming and funding changes within the capacity of Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):

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

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

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

Attachments: [Attachment A - Projects Receiving Measure R Funds](#)

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

9. **SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT PROGRAM** [2023-0284](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Section 5310 awards totaling \$13,891,798 as shown in Attachments A, B and C, available to Metro through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the subrecipient agencies receiving awards;
- C. DELEGATING to the CEO or their designee the authority to administratively approve minor changes to the scope of previously approved Section 5310 funding awards;
- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible subrecipients and, where feasible, projects are coordinated with transportation services assisted by other federal departments and agencies; and
- E. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers, and other members of the public.

Attachments: [Attachment A- Los Angeles-Long Beach-Anaheim Urbanized Area](#)
[Attachment B- Lancaster-Palmdale Urbanized Area](#)
[Attachment C- Santa Clarita Urbanized Area](#)
[Attachment D- Evaluation Criteria](#)

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

- 10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM** [2023-0330](#)
UPDATE - CENTRAL CITY SUBREGION

RECOMMENDATION

CONSIDER:

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

Attachments: [Attachment A - Active Transportation First Last Mile and Mobility Hubs Projects](#)

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

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

RECOMMENDATION

CONSIDER:

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

-
- Attachments:** [Attachment A - October 2021 Hahn Dutra Motion](#)
[Attachment B - LB-ELA Zero Emission Truck Program Principles](#)
[Attachment C - LB-ELA ZET Program Preliminary Performance Measures](#)
[Attachment D - Clean Truck Technology Comparative Report Presentation](#)

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

- 13. SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION ADDITIONAL GUIDELINES REVISIONS** [2023-0202](#)

RECOMMENDATION

CONSIDER:

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

- Attachments:** [Attachment A - Motion 10.1](#)
[Attachment B - Measure M 3% Local Contribution Guidelines Draft Revisions](#)
[Attachment C - Motion 35](#)
[Attachment D - 3% Contribution Fact Sheet](#)
[Presentation](#)

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

- 14. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM** [2023-0265](#)

RECOMMENDATION

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

- Attachments:** [Attachment A - Public Entity Liability Proposed Carriers and Program Structure](#)
[Attachment B - Proposed Renewal and Premiums History](#)

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

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

[2023-0344](#)

RECOMMENDATION

ADOPT:

A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 as follows:

1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$233,896 may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$9,373,877 may be used for street and road projects, or transit projects, as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public

transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments: [Attachment A - FY24 Proposed Findings & Recommended Actions](#)
[Attachment B - TDA 8 Apportionments - FY24 Estimates](#)
[Attachment C - FY2023-24 TDA Article 8 Resolution](#)
[Attachment D - History of TDA 8 and Definitions](#)
[Attachment E - FY24 TDA Article 8 Public Hearing Process](#)
[Attachment F - FY24 Comment Summary Sheet](#)
[Attachment G - Summary of Recommendations and Actions Taken FY24](#)
[Attachment H - Proposed Recommendations of FY24 SSTAC](#)

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

16. SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE [2023-0345](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and

- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Cudahy (Measure R), Glendora (Proposition C), Lawndale (Proposition A), Lomita (Proposition C), Montebello (Proposition C), South El Monte (Proposition C, Measure R, and Measure M), South Pasadena (Proposition A, Proposition C, and Measure M), Temple City (Proposition C), and amend the existing account for the City of Hidden Hills (Proposition C) (Attachment A).

Attachments: [Attachment A - Project Sum. '23 for Proposed Capital Reserve Accts](#)

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

17. SUBJECT: UPGRADE TAP VENDING MACHINES TO MAINTAIN EMV/PCI COMPLIANCE [2023-0139](#)

AUTHORIZE the Chief Executive Officer to execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. ("Cubic"), so that the TAP Vending Machines can accept payment from credit and debit cards with chips to remain payment card industry (PCI) compliant. This

includes upgrades of computer hardware, the Oracle Database, and a Cubic Payment Application (CPA) in the amount of \$12,364,519, increasing the total contract value from \$389,251,345 to \$401,615,864.

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

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

18. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2024 BUDGET [2023-0349](#)

RECOMMENDATION

CONSIDER:

A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$151,016,402 for FY24. This amount includes:

- Local funds for operating and capital expenses in the amount of \$148,482,499;
- Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,533,903; and

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - Access FY24 Proposed Budget Presentation](#)

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

20. SUBJECT: FISCAL YEAR 2023-24 TRANSIT FUND ALLOCATIONS [2023-0346](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$3.3 billion in FY 2023-24 (FY24) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro operations, as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;

- B. APPROVING an adjustment to Tier 2 Operator funding for the Cities of Burbank, Glendale, Los Angeles, and Pasadena from a capped amount of \$6 million to \$8.2 million for FY24 that will be adjusted annually by the Consumer Price Index (CPI) in subsequent years;
- C. APPROVING fund exchanges in the estimated amount of \$4,471,049 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchanges in the estimated amount of \$984,952 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- E. APPROVING Two-year lag funding in the amount of \$273,680 for the transfer of the eastern segment of Metro line 130 to Long Beach Transit. The transfer will consist of 132,959 Revenue Miles;
- F. APPROVING fund exchange in the amount of \$320,133 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY18 and FY19 Federal Section 5307;
- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;
- H. APPROVING fund exchanges in the amount totaling \$16.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- I. APPROVING fund exchange in the amount of \$5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
- J. APPROVING project selection and programming of \$13,937,073 for the LTSS ZEV Call for Projects as shown in Attachment B;
- K. AUTHORIZING the Chief Executive Officer to adjust FY24 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the

FY24 budget as necessary to reflect the adjustments;

- L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and
- M. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY24 budget amendments to implement the above funding programs.

Attachments: [Attachment A - FY24 Proposed Transit Fund Allocations](#)
[Attachment B - LTSS ZEV Call for Projects Selection & Awards](#)
[Attachment C - TDA & STA Resolution](#)
[Attachment D - Summary of Significant Info Methods & Assumptions Presentation](#)

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

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

RECOMMENDATION

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

Attachments: [Attachment A - Metro LOA - Amendment No. 8 DRAFT Presentation](#)

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

- 24. **SUBJECT: STATE ETHICS LEGISLATION MOTION** [2023-0399](#)

RECOMMENDATION

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

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

- 28. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT** [2020-0829](#)

RECOMMENDATION

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

Attachments: [Attachment A - Funding/Expenditure Plan](#)
[Attachment B - Projected Breakdown of Cost Allocation for \\$53M](#)
[Attachment C - Measure R & Measure M Unified Cost Mgmt. Policy Analysis Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 29. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS** [2023-0088](#)

RECOMMENDATION

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

Attachments: [Attachment A - Nominee Qualifications](#)
[Attachment B - Nomination Letters 6-2023](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 30. SUBJECT: ULTRA-LOW SULFUR AND RENEWABLE DIESEL FUEL** [2023-0267](#)

RECOMMENDATION

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

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 31. SUBJECT: TRASH AND OVERGROWN VEGETATION REMOVAL SERVICES FOR REGIONS 1 THROUGH 3** [2023-0290](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)
 [Attachment C - Three \(3\) Regions' Maps](#)

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

- 36. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES - NORTH AND SOUTH REGIONS** [2022-0869](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. PS93158000 to Universal Protection Service LP dba Allied Universal Security Services to provide infrastructure protection services in the North Region of Los Angeles

County in an amount not-to-exceed \$111,266,844 for the five-year base term, effective July 1, 2023 to allow for a three-month mobilization period, subject to resolution of protest(s), if any.

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

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-1):

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

[2023-0299](#)

RECOMMENDATION

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

Attachments: [Attachment A - Motion 28.1](#)
 [Attachment B - C & K Line Operating Plan Options](#)
 [Attachment C - Travel and Transit Demand](#)
 [Attachment D - C & K Line Operating Plan Survey E-blast](#)
 [Attachment E - Public Comments](#)
 [Attachment F - Community Meetings and Survey Flyer](#)
 [Attachment G - C & K Line Operating Plan Survey and Results](#)
 [Attachment H - Distribution of C & K Line Operating Plan Survey Responses](#)
 [Attachment I - Public Meetings Report final](#)
 [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2023-0418](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2023-0417, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
JUNE 22, 2023**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

Item #4

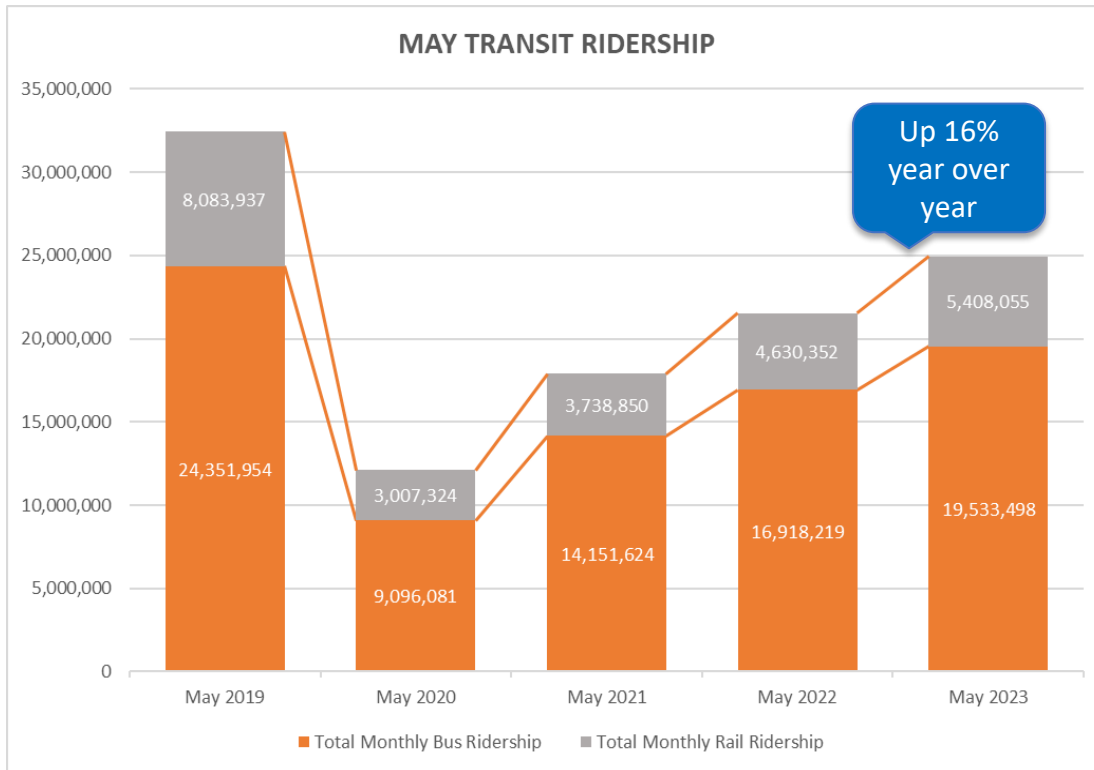


Metro[®]

CHIEF EXECUTIVE OFFICER

June 2023

Earning Riders Back



May 2023 Ridership Facts

- **Highest Ridership Since the Pandemic**
- 24.9 million rides!
 - 77% of May 2019 level
- 899,873 avg wkdy ridership
- Overall ridership up 16% YOY
 - Bus ridership up 15% YOY
 - Rail ridership up 17% YOY
 - *B Line (Red) Ridership up 20% YOY*
 - Weekend ridership is 88% of pre-pandemic levels!



Regional Connector Art



June 2023

Metro at LA Pride



CicLAvia South LA and Director Mitchell's 3rd Annual Juneteenth Celebration & Resource Fair



June 2023

**Coming Soon:
#Metro2DTLA Campaign**



Metro[®]

CHIEF EXECUTIVE OFFICER

June 2023

Update on Disadvantaged Business Entity Utilization in FFY23



46.1%

of Metro's prime and subcontracts for design and construction were awarded to DBEs in the first six months of Federal Fiscal Year 2023, including

20%

of Metro's **prime** contracts for design and construction

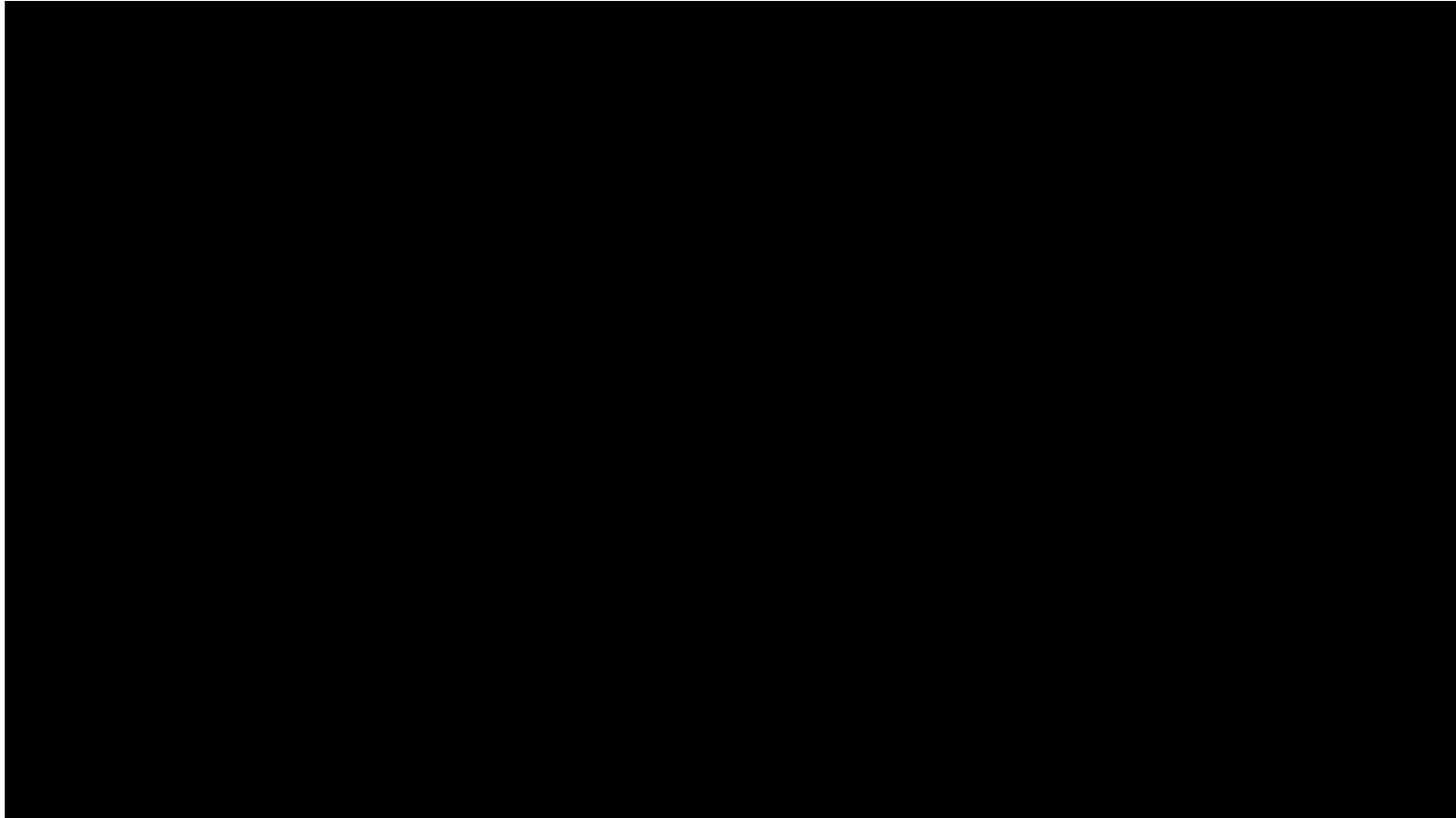
Board-set triennial DBE utilization goal is 28%.

State and Federal Report



June 2023

Thank you Chair Najarian!



Metro[®]

CHIEF EXECUTIVE OFFICER

June 2023

Thank you!



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CHIEF EXECUTIVE OFFICER

June 2023



Board Report

File #: 2023-0216, File Type: Program

Agenda Number: 19.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming the Los Angeles County Metropolitan Transportation Authority’s (“Metro”) share of the Southern California Regional Rail Authority’s (SCRRA) FY 2023-24 Operating, Rehabilitation, and Capital Budget in the amount of \$199,400,319 as described in Attachment A;
- B. APPROVING programming of \$29,290,000 to SCRRA for a Working Capital Long-Term Loan, contingent upon SCRRA Board approval of a loan repayment policy addressing terms and conditions;
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000 in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts;
- D. APPROVING the programming of \$500,000 to SCRRA for FY 2023-24 supplemental Right-Of-Way (ROW) maintenance along Metro-owned property;
- E. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SOGR) Memoranda of Understanding (MOUs) as follows:
 - FY 2017-18 SOGR program extended from March 30, 2024 to June 30, 2025
 - FY 2018-19 SOGR program extended from June 30, 2023 to June 30, 2025
 - FY 2019-20 SOGR program extended from June 30, 2023 to June 30, 2025;
- F. APPROVING the FY 2023-24 Transfers to Other Operators’ payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and

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

ISSUE

Metro is a member of the SCRRA Joint Powers Authority (JPA), operator of the “Metrolink” regional commuter rail service. The JPA requires member agencies to approve their share of the SCRRA budget on an annual basis, including Metrolink Operations, SOGR, and New Capital projects. SCRRA transmitted the FY 2023-24 budget to the JPA member agencies on May 26, 2023 (Attachment A). SCRRA is seeking member agency approval before adopting their FY 2023-24 budget on June 23, 2023.

BACKGROUND

SCRRA operates the Metrolink commuter rail service within Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino and Ventura, and northern San Diego County. Metrolink service is complemented by the Los Angeles - San Diego - San Luis Obispo (LOSSAN) intercity rail corridor operated by Amtrak and will connect directly into the future high speed rail network being built by the California High Speed Rail Authority and Brightline West.

Metro, as the regional transportation planning agency for LA County, works with Metrolink and other rail operators to plan and develop a more holistic, seamless, and multimodal approach to moving people through LA County and southern California between local communities and regional destinations. A majority of Metrolink’s budget derives from funding allocated by the Metro Board of Directors, of which four members serve as Board members for Metrolink. This report includes staff recommendations for funding Metro’s contribution to the FY2024 Metrolink budget.

Metro’s ability to deliver better mobility, air quality, and economic opportunity for LA County residents depends in part on an effective working relationship with Metrolink, LOSSAN, and other transit operators in the region. To that end, the CEO created the Multimodal Integrated Planning (MIP) unit in the Countywide Planning and Development Department to better align and coordinate planning for and with Metrolink, LOSSAN and other rail operators so that Metro can better serve local communities and improve LA County’s regional transportation system.

The MIP unit will be responsible for managing the overall various Board directed planning studies relating to the Class 1 commuter, intercity and freight rail corridors in Los Angeles County and the communities they serve. The current Regional Rail Planning and Environmental On-Call Services Bench Contracts, used to fund Metrolink-related and other planning studies, are at capacity. This report includes recommendations to provide staff the necessary additional funding to advance mission critical projects such as 2028 Olympics planning efforts and to support the delivery of Board-directed studies and development of the MIP unit, consistent with the Metro Vision 2028 Strategic Plan.

DISCUSSION

RECOMMENDATION A

Recommendation A will provide \$199,400,319 in funding for Metro’s JPA member agency share of SCRRA’s FY 2023-24 Budget, consisting of \$126,410,472 for Metrolink Commuter Rail Operations

and \$72,989,847 combined for SOGR and New Capital projects.

Metrolink Commuter Rail Operations - \$126,410,472

SCRRA’s total FY 2023-24 Budget request for Metrolink Commuter Rail Operations from all JPA Member Agencies is \$250,658,882. Metro’s share of Metrolink Commuter Rail Operations is \$126,410,472 which is a \$8,459,045 increase (7.2%) over FY23 funding levels (see Table 1 below). The increase in Commuter Rail Operations is attributable to costs related to increased fuel, annual fixed operating contract escalators of 3% to 5%, increased equipment maintenance, system security, and maintenance of way as well as the loss of fare revenue due to a 50% reduction in ridership attributed to the COVID pandemic.

No fare increases or further service restoration is budgeted for FY 2023-24. The member agencies continue to work collaboratively with SCRRA to ensure that appropriate and cost effective service levels are implemented as Metrolink continues to see gradual ridership recovery from the COVID pandemic. Depending upon the results of the Metrolink Service Growth Restoration Plan, to be finalized Fall 2023, SCRRA and the member agencies may wish to have discussions regarding future service level increases or adjustments to occur as early as Fall 2023. If so, that would require a future budget amendment and Metro Board action.

METROLINK OPERATIONS BUDGET SUMMARY (\$000)							
	FY23		FY24		DIFFERENCE	CHANGE %	
Expenses	\$	296,324,218	\$	303,438,180	\$	7,113,962	2.4%
Revenues	\$	66,523,481	\$	52,779,298	\$	(13,744,183)	-20.7%
Member Agencies Subsidy	\$	229,800,737	\$	250,658,882	\$	20,858,145	9.1%
Metro Subsidy	\$	117,951,427	\$	126,410,472	\$	8,459,045	7.2%
Metro Share of Subsidy		51.3%		50.4%			

SOGR and New Capital Projects - \$72,989,847

Through the annual budget process, SCRRA requests SOGR and New Capital project funding which will maintain the Metrolink commuter rail system in a state of good repair, ensure safety and reliability, and improve service. Metrolink’s FY 2023-24 total SOGR and New Capital budget request from all the JPA member agencies is \$146,096,000, consisting of \$126,305,000 for SOGR and \$19,791,000 for New Capital Projects (see SOGR and New Capital Project List in Attachment A). Metro’s share is \$72,989,847 (of the total \$146,096,000) for the FY 2023-24 Rehabilitation and Capital projects, consisting of the following:

- \$34,755,122 for 18 systemwide SOGR projects, costs to be shared by all the JPA member agencies, for projects such as rebuilding and rehabilitating Bombardier rail cars and rolling stock as a whole, track rehabilitation, positive train control enhancements, back-office communications, replacing MOW vehicles and equipment and rehabilitating building facilities;
- \$28,593,600 for nine (9) line specific projects on the Antelope Valley, San Bernardino and Ventura County Lines to rehabilitate bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems;
- \$9,621,125 for nine (9) systemwide New Capital Projects for projects such as new non-

revenue fleet vehicles and to leverage grant funds for the purchase of eight (8) new locomotives.

Metro staff has been working collaboratively with SCRRA and the other member agencies to review Metrolink's FY24 SOGR and New Capital programs, which align with the JPA member agencies' funding commitments. Staff continue to work with SCRRA to prioritize urgent SOGR track, bridges, culverts, structures, and signal projects to maintain safety and service reliability.

RECOMMENDATION B

Working Capital Long-Term Loan

SCRRA has asked the member agencies for a \$50,000,000 Working Capital Long-term Loan which would be used to provide SCRRA with sufficient funding to advance capital projects. This loan will enable SCRRA to quickly award contracts for design and construction of critical projects, stay on schedule, and avoid cash flow issues. Some of the large-scale projects SCRRA will be advancing during FY 2023-24 include the Southern California Optimized Rail Expansion (SCORE) mega program in advance of the 2028 Olympics, and the Antelope Valley Line Capital Improvements Program.

The loan requires approval of all five member agency counties. Recommendation B will program \$29,290,000 for Metro's portion of the loan. Metro approval of the working capital loan is contingent upon SCRRA Board adoption of a loan repayment policy, articulating loan terms, permitted uses, cost allocation methodology, reporting requirements, and other funding agreement details, to ensure transparency and accountability.

RECOMMENDATION C

Regional Rail Planning and Environmental On-Call Services Contracts

In May 2019, the Metro Board approved \$10M base term funding for the Regional Rail Planning and Environmental On-Call Services Bench contracts, which expire in August 2024. The bench contracts included 2 option terms, each of which provide an additional \$2M in contract authority, for a maximum contract authority of \$12M through August 2025 (Option 1) and \$14M through August 2026 (Option 2), if the options are exercised in the future.

Task orders for the contracts have been awarded in the amount of \$5.9M to date. \$4.1M in contract authority remains and will expire in August 2024. \$4.8M in additional task orders waiting to be issued, pending Board approval of additional contract authority funding.

In Recommendation C, an additional \$15M in Regional Rail Planning contract authority is requested from the Board to support Regional Rail related studies which address multiple Board directives as shown in Attachment B. These studies include critical, time-sensitive planning and preliminary design work for priority projects/programs identified in the 2028 Olympics Mobility Concept Plan. Funds requested have also included contingency for future needs.

With Board approval of Recommendation C, the overall Regional Rail Planning base term contract

authority will increase from \$10M to \$25M.

RECOMMENDATION D

Supplemental ROW Funding

Metro provides additional funding to SCRRA to maintain Metro-owned ROW that is not part of the SCRRA annual budget. This includes services such as trash removal, graffiti abatement, fence repair, homeless encampment removal, tree trimming, and weed abatement. The base budget for FY 2023-24 for these services is \$1,195,916.50. SCRRA has requested additional funding to provide a more comprehensive and quicker response to address growing ROW Maintenance needs, particularly homeless encampment related. During FY 2018-19 through FY 2021-22 Metro provided an additional \$500,000 annually to enhance Metro ROW funding to SCRRA.

Recommendation D will reinstate the \$500,000 supplemental ROW funding for FY 2023-24. Metro partners closely with SCRRA, the City of Los Angeles, law enforcement and other local agencies to address homeless encampment issues along the Metro-owned ROW.

RECOMMENDATION E

Extend Lapsing Dates for Three SOGR MOUs

SCRRA rehabilitation/renovation and capital projects maintain system safety, ensure state of good repair, and modernize the Metrolink system span over a five-year project delivery program for most projects. Recommendation E will extend three SCRRA SOGR MOUs which would otherwise lapse in 2023. Due to unforeseen material supplier delays and project work delays, time extensions are being requested. SCRRA indicated that their work is in progress, many projects are close to completion and will be completed and invoiced by the requested extension date.

RECOMMENDATION F

Transfers to Other Operators' Reimbursement Rate to Metro

SCRRA reimburses Metro for Metrolink riders who transfer to and from Metro services at no charge, including the rail system at Union Station, through the EZ Transit Program. Recommendation F will affirm the staff recommendation that the reimbursement rate to Metro remains at \$1.10 for FY 2023-24, the same as for FY 2022-23, and that the current EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

Approval of this item will improve safety for Metrolink passengers and local communities in which Metrolink operates. All Metrolink operations, SOGR and new capital projects will be done in accordance with applicable FRA, CPUC and other regulatory standards. Through approval of this item Metro will be funding safety-related improvements on the Metrolink system to support the safer travel of LA County residents and visitors.

FINANCIAL IMPACT

Recommendation A will provide \$199,400,319 to fund Metro's commitment to SCRRA for the FY 2023-24 Metrolink Annual Work Program. Metro's share of Commuter Rail Operations will be funded with \$126,410,472 in new Proposition C 10% / Measure M 1% funds which are designated for commuter rail. Metro's FY24 Budget will be amended in accord with Recommendation A.

SOG and New Capital will be funded with \$72,989,847 in new Measure R 3% funds which are designated for commuter rail capital programs. This is a programming action where capital expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Recommendation B, contingent on approval by all five member agencies, will lead to the creation of a funding agreement, plus a SCRRA Board policy for the Working Capital Long-Term Capital Loan, to include terms and conditions for repayment to Metro and the JPA member agencies.

Recommendation C is programming action where project expenditures will occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

EQUITY PLATFORM

The recommendations support SCRRA's Metrolink commuter rail operations, providing residents, workers, students, and families with a regional public transportation option to access jobs, resources and services across the Greater Los Angeles region. Metrolink enables residents who may not be able to afford to live in high cost areas to still access quality jobs and services in those areas while living in more affordable neighborhoods. These neighborhoods include Equity Focus Communities, such as Palmdale/Lancaster, the East San Fernando Valley, El Monte, Pomona, and Gateway Cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support the Metro Vision 2028 Strategic Plan goals 1, 4 and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1 Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan;
- Goal 5.2 Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

The Metro Board could authorize a different budget amount than what SCRRA has transmitted for FY 2023-24. However, staff does not recommend a different budget amount since Metro has worked closely with SCRRA and the member agencies to create a balanced and pragmatic FY 2023-24 budget request which maintains current service levels, and ensures sufficient SOGR to meet safety, service, and reliability needs.

The Metro Board could authorize less than a \$15M increase to the Regional Rail Planning and Environmental On-Call Services Contracts. This is not recommended since \$15M in additional Board

and/or CEO directed planning work has been identified. Without the \$15M requested increase in contract authority, highly time-sensitive Olympics planning and design work for the 2028 Mobility Concept Plan projects and programs would be delayed.

NEXT STEPS

The SCRRA Board is scheduled to adopt their FY 2023-24 budget on June 23, 2023. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with SCRRA.

The SCRRA Board is also expected to consider the establishment of a new Working Capital Long-Term Capital Loan policy on July 28, 2023. Metro will also work with SCRRA to develop a funding agreement for the working capital loan.

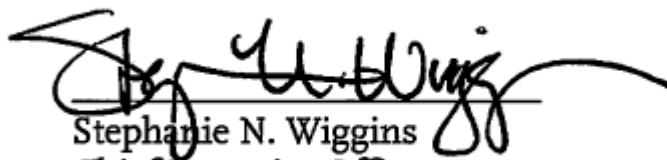
Upon Board approval, staff will execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to increase the not-to-exceed cumulative contract amount by \$15,000,000. Metro will expeditiously issue and award task orders against the Regional Rail Planning and Environmental On-Call Services Bench contracts to continue 2028 Mobility Concept Plan planning efforts and initiate various Metrolink planning related studies during FY 2023-24. Staff will report back to the Board with regular updates.

ATTACHMENTS

- Attachment A - SCRRA FY 24 Budget Transmittal
- Attachment B - Regional Rail Planning and Environmental On-Call Services Summary
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

Prepared by: Jay Fuhrman, Manager, Transportation Planning, (213) 547-4381
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Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274
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

ATTACHMENT A



MEMORANDUM

DATE: May 26, 2023

TO: Martin Erickson, *Executive Director, VCTC*
Darrell Johnson, *Chief Executive Officer, OCTA*
Anne Mayer, *Executive Director, RCTC*
Stephanie N. Wiggins, *Chief Executive Officer, Metro*
Dr. Raymond Wolfe, *Executive Director, SBCTA*

FROM: Darren M. Kettle, *Chief Executive Officer, SCRRA*

SUBJECT: SCRRA Request for Adoption of the Authority's FY 2023-24 (FY24) Budget

On May 26, 2023, the SCRRA Board approved the transmission of the Proposed FY24 Budget for your consideration and adoption. The Board further approved the transmission of the Four Forecast Operating Statement for years FY25, FY26, FY27 and FY28 for your review and programming.

The FY24 Budget Operating Revenue is projected to be \$52.8M while the Operating Expenses are projected to be \$303.4M. The total Operating Support requested from Member Agencies is \$250.7M. The FY23 Capital Program includes \$129.8M for State of Good Repair (SGR), and \$20.3M for New Capital.

We recognize that we will face continuing financial challenges as we navigate through the post-COVID "new normal", and the changes to commute patterns.

Our response will be robust and include such initiatives as

- Free Fares for all Students
- Intense pursuit of Non riders
- Fare structure study
- Driving awareness of Metrolink throughout the region
- Expansion of Corporate Programs

On the side of efficiency

- Implementation of Train Crews and Equipment Usage optimization, Schedule Integration, and Potential Rider studies.

Staff will continue monitoring Ridership, Farebox Revenues and Expenses very closely.

The Proposed FY24 Budget documentation, which was presented at the Board of Directors Meeting on May 26, 2023, is attached for your review. It includes:

- Board Item # 7B Approved at the Board of Director's Meeting on May 23, 2023
- Board item # 7B attachments, which includes:
 - Attachment A - Ridership Recovery Forecast



- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY24 Proposed Operating Budget by Member Agency
- Attachment E - FY24 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Subsidy by Member Agency
- Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List
- Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment I - FY24 Proposed Capital Program Cashflow
- Attachment K - FY25 Forecasted Operating Budget
- Attachment L - FY26 Forecasted Operating Budget
- Attachment M - FY27 Forecasted Operating Budget
- Attachment N - FY28 Forecasted Operating Budget Detail List

Next Steps

May - June 2023	Staff present at Member Agencies' Committee and Board meetings as requested
June 23, 2023	Proposed FY24 Budget to SCRRRA Board for Adoption

Thank you for your ongoing support and active participation in the development of the FY23 Proposed Budget. If you have any comments or concerns, please do not hesitate to contact me directly at (213) 452-0405. You may also contact Arnold Hackett, Chief Financial Officer at 213-452-0345.





ITEM ID: 2023-196-0

TRANSMITTAL DATE: May 19, 2023

MEETING DATE: May 26, 2023

TO: Board of Directors

FROM: Arnold Hackett, Chief Financial Officer

SUBJECT: Proposed FY2023-2024 (FY24) Budget - Request to Transmit

Issue

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA) requires that the "Governing Board shall approve a preliminary administrative budget and capital improvement program for the succeeding fiscal year no later than May 1 of each year. The Board shall adopt a final budget no later than June 30 of each year...Decisions dealing with capital and operating fund allocations, as well as annual approval of each Member Agency's share of the Authority's annual budget, shall be approved by the Member Agencies themselves."

In response to staff's request, at the April 28th meeting the SCRRA Board of Directors approved a deferral of the transmittal of the FY24 Budget until May 26, 2023.

Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board approve t ransmitting the Proposed FY24 Budget for the consideration and adoption of the Member Agencies.

Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.

- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless, sustainable alternatives to driving.
- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY24 Budget has been constructed to provide support to each of Metrolink's strategic goals.

Background

The process of constructing the Proposed FY24 Budget was presented with a number of unique challenges:

- External support for updating the Ridership/Revenue Forecast
- Collaboration with LOSSAN
- Arrow Service Budget Development
- Adjustments to Service Levels

A particular issue was that service levels required Member Agency consensus in order to produce a budget.

After many discussions with Member Agencies, it was decided that a majority preferred a budget reflecting current service levels, with the proposed understanding that those levels could be revisited for implementation with the standard October 2023 schedule revisions. Any revisions would require an amendment to the Proposed FY24 Budget.

FY24 Operating Budget as originally reviewed with Member Agencies and the MAAC was based on an increased level of service to pre-pandemic levels to begin in October. The budget which is proposed here is based on a current level of service for the entire Fiscal Year 2023-24.

On April 28, 2023, staff requested, and the Board approved, the deferral of the transmission of the Proposed FY24 Budget to the Member Agencies until May 26, 2023.

Discussion

Kickoff meetings for the FY24 Budget were conducted in early December 2022. Metrolink CEO guidance was provided that required an increase of not more than 5% for each department. The Budget requests were submitted and subsequently analyzed and reviewed by Budget staff. The CFO then held internal meetings with each department, and, subsequently, the Chief Executive Officer. The purpose of the meetings was to review the necessity for budget amounts requested taking into consideration such factors as:

- Overarching goal of safety, fiscal sustainability and operational efficiency;
- Consideration of the post pandemic changes to farebox revenue;
- Condition of Assets;
- Funding at a level which will meet the goals of the Authority;
- Contractual requirements;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Projects to improve efficiencies and create savings in current and future years.

Internal meetings were concluded in early March. The CFO then conducted meetings with each of the Member Agency CFOs and staff in late March. The Proposed FY24 Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on April 7th, and May 4, 2023.

An overview of the FY24 Proposed Budget for Operations and the Capital Program detailing the total request for support was reviewed with the Member Agencies' Chief Executive Officers during the April 2023 monthly meeting.

Foundation for Proposed FY24 Budget

The Proposed FY24 Budget provides funding to achieve:

Continued emphasis on safe operations

- Intraoperative Positive Train Control (PTC) updates and maintenance as the centerpiece of Metrolink's efforts.
- Grant funded efforts to reduce the number of trespasser injuries (GPS/Cameras).

Investment in existing and new assets to maintain a state of good repair

- Funding of critical rehabilitation projects.
- Funding for studies to improve maintenance efficacy and efficiency.

Increase of ridership and revenue

- Assistance for Low Income Riders (Grant)

- Programs for Students
- Programs to generate ridership for entertainment, day trips, shopping, etc.
- External study of Fare Structure

FY24 Operating Budget Assumptions:

- Service
 - Service at current service level
 - Addition of Codeshare North and South of Union Station (Pending agreement with LOSSAN)
- Revenue
 - Ridership and Revenue Forecast as provided by KPMG/Sperry Capital (Attachment A)
- Expense
 - Contractor increases only as mandated by agreements
 - 5% merit pool
 - No COLA
 - No New FTE Headcount
- Arrow as a separate budget funded by SBCTA
- Reporting
 - Monthly
 - Formal mid-year budget review

Operating Budget Details

Proposed Total Operating Revenues are \$52.8M and reflect a projected net decrease of \$13.7M or 20.7% from the FY23 Budget. The year-over-year changes are detailed below in the Operating Revenues section. Expenditures are \$303.4M and reflect an increase of \$7.1M or 2.4% higher than the FY23 Budget. Details of the year-over-year expense change are explained below in the Operating Expenditures section. The required Operating Support is \$250.7M and is an increase of \$20.9M, or 9.1% from the FY23 Budget. (see Attachment B for comparisons).

The Proposed FY24 Budget Operating Statement by detailed categories compared to the FY23 Budget, by Member Agency, by Line, and historically over the last five years are included as Attachments C, D, E, and F.

Discussion of Proposed FY24 Budget Operating Statement Operating Revenues

Operating Revenues include Farebox, Dispatching, and Maintenance-of-Way (MOW) Revenues, and Other Revenues, such as interest, scrap, other minor miscellaneous revenues. Operating Revenues are estimated to total \$52.8M for FY24, a decrease of \$13.7M or 20.7% compared to the FY23 Budget.

Farebox Revenue, which is the largest component of the Total Operating Revenue, is projected at \$37.2M, a decrease of \$13.9M or 27.2% compared to the FY23 Budget. Revenue budgets for both FY22 and FY23 were overly optimistic. Recognizing our difficulty in forecasting accurately in a totally restructured environment for public transportation, we

sought assistance from KPMG/Sperry Capital. The Proposed FY24 Budget is based on the forecast provided by KPMG/Sperry Capital. The comparisons between amounts used in the FY23 Budget which was produced in-house in November of 2021, and the new forecast can be seen on Attachment A. Subsidies add an additional \$3.1M to the Farebox amount.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the expected rate of usage. The budget of \$2.0M for Dispatching Revenue reflects a decrease of \$0.8M as compared to the FY23 Budget resulting from Amtrak service reduction. The MOW Revenue is \$12.9M reflecting an increase of \$1.1M, or 8.9% as compared to the FY23 Budget. Other Revenues are budgeted at \$0.7M.

Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to the FY23 Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes the direct costs of railroad operations, equipment maintenance, and required support costs. The Proposed FY24 Budget for expenditures related to Train Operations including contingency is \$171.6M an increase of 0.4% from the FY23 Budget

MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains, and the safety of the public. The Proposed FY24 Budget amount for expenditures related to MOW is \$54.3M, an increase of 4.1% from the FY23 Budget.

Administration and Services include internal expenditures related to Train Operations. The Proposed FY24 Budget for expenditures related to Administration & Services is \$57.4M, an increase of 6.1% as compared to the FY23 Budget.

The Category of Insurance and Legal is \$20.0M for the Proposed FY24 Budget, a 5.4% increase from the FY23 Budget.

Overall, the total Proposed FY24 Budget for expenditures is \$303.4M, and has increased from the FY23 Budget by \$7.1M or 2.4%. The components of this change are as described below.

Total Train Operations have increased by \$0.7M or 0.4%. The primary drivers of this increase are:

- Train Operations Services have decreased \$4.8M or 9.4% as the result of the decision to remain at current service levels, while the FY23 Budget anticipated complete restoration of service;
- Equipment Maintenance increased by \$3.5M or 8.5%. The mechanical vendor has held their contract flat. The \$3.5M is an increase in the cost of parts for maintaining Rolling Stock. The F125 Locomotives are no longer under warranty;
- Fuel expense decreased by \$3.0M or 9.1% due to the worldwide price reductions in fuel;
- Security increased by \$0.8M or 4.9% due to increases by the Sheriff's Department;

- Utilities and Leases decreased by \$0.8M or 21.1% primarily as a result of telecom expense being moved to a systemwide expense category this year;
- Station Maintenance increased by \$3.0M or 139.3% due to increased Union Station Common Area Maintenance;
- Rail Agreements increased by \$1.4M or 25.9%, as a result of the AAR index driven by inflation to over 20%.

MOW has increased by \$2.1M or 4.1% from the FY23 Budget primarily as a result of the increase of the Herzog costs by \$2.5M or 7.2%, offset by a reduction in estimated Extraordinary Maintenance charges and the transfer of Holiday pay (\$0.3M) to an Indirect Administrative category.

Administration and Services have increased from FY23 Budget by \$3.3M or 6.1%. The primary drivers of this increase are:

- A decrease to Operations Salaries & Benefits for \$0.7M or 3.8%, as a result of the movement of Holiday pay to Indirect Administrative category;
- An increase to Operations Non-Labor Expense of \$0.8M or 7.1%, driven by \$1.3M for the New Mobile Ticketing System (Deferred from last year), offset by reductions to Hardware/Software purchases;
- An increase of \$3.1M or 14.4% in charges to Indirect Administrative costs is the result of:
 - \$1.0M telecom costs transferred to this category (offsetting decrease in utilities);
 - \$1.4M transfer of Holiday Pay to this category (offsetting decrease in Salaries and Wages for Operations and in MOW);
 - \$0.7M increase to Interns, Grads on Track, Job Core.

Total Insurance and Legal expense has increased by \$1.0M or 5.4% from the FY23 Budget,

- Property and Liability Insurance premiums are higher by \$0.8M or 4.7%
- Claims Administration is increased by \$0.3M

Member Agency Operating Support

Member Agency support is required to fund the difference between the total costs of operations and available revenues. The Proposed FY24 Budget estimates total Member Agency support is needed in the amount of \$250.7M, an increase of \$20.9M, or 9.1% more than the FY23 Budget.

The Budget Summary Comparison (Attachment F) includes a year-over-year comparison of net operating support by Member Agency. In response to Member Agency requests, this schedule reflects the FY24 Proposed member support in whole dollars which are required to create Member Agency Board requests.

ARROW Service Budget

At the request of the San Bernardino County Transportation Authority, staff will be submitting a request for a continuing appropriation resolution for approval to cover the 1st Quarter FY2024 expenses for Arrow Service. The Proposed FY24 Budget for Arrow Service will be submitted at a later date, to be determined.

Capital Program Budget

State of Good Repair (SGR)

The Proposed FY24 Proposed Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's SGR needs. The MRP addresses two critical elements:

- **Backlog:** Total cost of renovating all assets to achieve a current SGR
- **SGR:** Annual cost of keeping assets in a State of Good Repair

The FY24 budget request addresses only the SGR or annual cost of keeping assets in a State of Good Repair. The Proposed FY24 Budget does not address the current backlog which is estimated to be over \$768M.

The SGR authorization request for FY24 was identified as necessary investments to maintain a SGR. These projects total \$126.3M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment G.

New Capital

The New Capital authorization request for FY24 was identified as necessary for safe and efficient rail operations. These projects total \$20.9M. The projects are presented by Member Agency, by Line, and by individual project with locations and descriptions in Attachment H.

Multi-year Forecasts

Operating Budget Forecasts for FY25, FY26, FY27 and FY28 will be provided to the committee for their requested approval at the June 9, 2023 Committee Meeting. Upon Board approval, the FY25, FY26, FY27, and FY28 forecasted budgets will be provided to the Member Agencies for consideration and programming. The four- year forecasts will only be considered for adoption individually during the applicable year.

Upon approval by the Board, the Proposed FY24 Budget will be transmitted to Member Agencies for consideration and adoption.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for Operating as described:

- Attachment A - KPMG/Sperry Capital Ridership Forecast
- Attachment B - FY24 Proposed Operating Budget with Comparison to FY23
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Support by Member Agency

Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY24 Proposed Budget for the Capital Program as described:

Attachment G - FY24 Proposed SGR Projects by Member Agency, Line, and Project Detail List

Attachment H - FY24 Proposed New Capital by Member Agency, Line, and Project Detail List

Attachment I - FY24 Proposed Capital Program Cashflow

Budget Impact

This report and the transmittal of the Proposed FY24 Budget has no impact on the FY23 Budget.

Next Steps

May-June, 2023: Staff presentations at Member Agencies' Committee and Board meetings, as requested

May 26: Board Approval for FY24 Budget transmittal to Member Agencies

June 9: Request AFCOM recommendation for adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

June 23 - Board Adoption of FY24 Budget, approval of 4-year forecast and working capital policy, and continuing appropriation resolution for first quarter Arrow service FY24 Operating Budget

Prepared by: Christine Wilson, Senior Finance Manager

Approved by: Arnold Hackett, Chief Financial Officer

Attachment(s)

[Attachment A - Ridership Recovery Forecast](#)

[Attachment B - FY24 Proposed Operating Budget](#)

[Attachment C - Historical Actual and Budget](#)

[Attachment D - FY24 Proposed Operating Budget by Member Agency](#)

[Attachment E - FY24 Proposed Operating Budget by Line](#)

[Attachment F - History of Actual and Budgeted Operating Support](#)

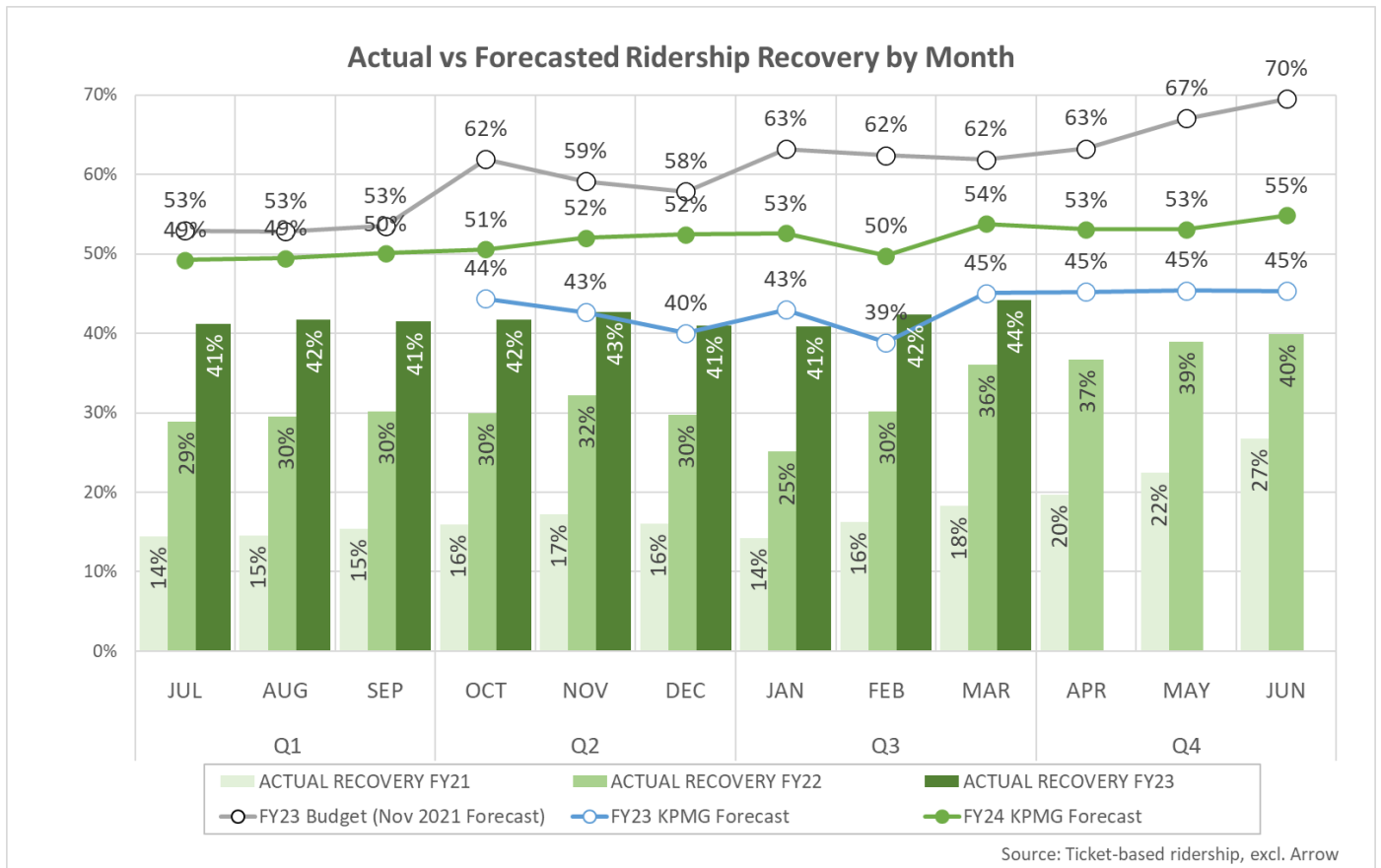
[Attachment G - FY24 Capital Projects - SGR](#)

[Attachment H - FY24 Capital Projects - New Capital](#)

[Attachment I - FY24 Capital Projects - SGR and New Capital Cash Flow](#)

[Presentation - Proposed FY2023-2024 \(FY24\) Budget - Request to Transmit](#)

Ridership Recovery Forecast



FY24 Proposed Operating Budget

Attachment B

(\$000s)	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance FY23 Amended vs FY24 Proposed	
			\$ Variance	% Variance
Operating Revenue				
Farebox Revenue	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,511	490	(1,020)	-67.54%
Other Train Subsidies	2,500	2,565	65	2.62%
Special Trains	-	-	-	n/a
Subtotal-Pro Forma FareBox	51,095	37,194	(13,901)	-27.21%
Dispatching	2,777	1,963	(814)	-29.32%
Other Revenues	773	691	(82)	-10.56%
MOW Revenues	11,879	12,932	1,053	8.86%
Total Operating Revenue	66,523	52,779	(13,744)	-20.66%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	41,054	44,560	3,506	8.54%
Fuel	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	100	100	-	0.00%
Operating Facilities Maintenance	2,218	2,244	26	1.18%
Other Operating Train Services	934	942	8	0.86%
Rolling Stock Lease	-	-	-	n/a
Security	15,738	16,513	774	4.92%
Public Safety Program	103	103	-	0.00%
Passenger Relations	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	5,365	5,342	(23)	-0.43%
Marketing	3,097	3,238	141	4.54%
Media & External Communications	372	322	(50)	-13.40%
Utilities/Leases	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	3,276	3,269	(7)	-0.22%
Amtrak Transfers	824	1,185	362	43.94%
Station Maintenance	2,185	5,229	3,044	139.34%
Rail Agreements	5,305	6,680	1,375	25.92%
Holiday Trains	-	-	-	n/a
Special Trains	500	500	-	0.00%
Subtotal Operations & Services	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>				
Ops Salaries & Benefits	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	11,983	12,830	848	7.08%
Indirect Administrative Expenses	21,546	24,658	3,112	14.44%
Ops Professional Services	2,685	2,717	32	1.20%
Subtotal Admin & Services	54,117	57,426	3,309	6.11%
Contingency	90	88	(3)	-2.78%
Total Operating Expenses	277,380	283,464	6,084	2.19%
<u>Insurance and Legal</u>				
Liability/Property/Auto	16,088	16,838	750	4.66%
Net Claims / SI	1,000	990	(10)	-1.00%
Claims Administration	1,856	2,146	290	15.62%
Subtotal Insurance and Legal	18,944	19,974	1,030	5.44%
Total Expense	296,324	303,438	7,114	2.40%
Loss / Member Support Required	(229,801)	(250,659)	(20,858)	9.08%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

02/20/2023 10:00

(\$000s)	FY 19-20 Actual	FY 20-21 Actual	FY 21-22 Actual	FY 22-23 Amended Budget	FY 23-24 Proposed Budget	Variance	
						FY24 Proposed vs FY23 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	61,843	13,811	25,128	47,085	34,138	(12,946)	-27.50%
Fare Reduction Subsidy	1,090	164	689	1,511	490	(1,020)	-67.54%
AV Line Discount	-	-	(15)	-	-	-	n/a
Other Train Subsidies	-	2,306	2,365	2,500	2,565	65	2.62%
Special Trains	171	-	121	-	-	-	n/a
Subtotal-Pro Forma FareBox	63,104	16,256	28,288	51,095	37,194	(13,901)	-27.21%
Dispatching	2,300	2,079	2,155	2,777	1,963	(814)	-29.32%
Other Revenues	254	345	459	773	691	(82)	-10.56%
MOW Revenues	13,301	11,545	11,506	11,879	12,932	1,053	8.86%
Total Operating Revenue	78,958	30,225	42,407	66,523	52,779	(13,744)	-20.66%
Operating Expenses							
<u>Operations & Services</u>							
Train Operations	45,701	42,885	41,589	51,345	46,530	(4,815)	-9.38%
Equipment Maintenance	36,861	37,041	39,130	41,054	44,560	3,506	8.54%
Fuel	21,150	18,640	21,245	32,716	29,743	(2,973)	-9.09%
Non-Scheduled Rolling Stock Repairs	92	112	43	100	100	-	0.00%
Operating Facilities Maintenance	1,569	2,130	1,804	2,218	2,244	26	1.18%
Other Operating Train Services	863	945	520	934	942	8	0.86%
Rolling Stock Lease	231	230	-	-	-	-	n/a
Security	9,367	13,597	13,973	15,738	16,513	774	4.92%
Public Safety Program	55	64	14	103	103	-	0.00%
Passenger Relations	1,786	1,787	1,622	1,911	2,021	110	5.77%
TVM Maintenance/Revenue Collection	7,594	3,503	3,675	5,365	5,342	(23)	-0.43%
Marketing	1,359	2,092	2,646	3,097	3,238	141	4.54%
Media & External Communications	410	219	101	372	322	(50)	-13.40%
Utilities/Leases	2,762	2,899	2,913	3,914	3,088	(826)	-21.11%
Transfers to Other Operators	5,394	662	1,975	3,276	3,269	(7)	-0.22%
Amtrak Transfers	1,166	41	238	824	1,185	362	43.94%
Station Maintenance	1,980	1,960	1,984	2,185	5,229	3,044	139.34%
Rail Agreements	5,159	4,812	3,193	5,305	6,680	1,375	25.92%
Holiday Trains	57	-	-	-	-	-	n/a
Special Trains	524	-	74	500	500	-	0.00%
Subtotal Operations & Services	144,081	133,621	136,741	170,958	171,611	652	0.38%
<u>Maintenance-of-Way</u>							
MoW - Line Segments	43,375	43,756	49,740	51,167	53,546	2,378	4.65%
MoW - Extraordinary Maintenance	864	599	242	1,048	794	(253)	-24.18%
Subtotal Maintenance-of-Way	44,239	44,355	49,982	52,215	54,340	2,125	4.07%
<u>Administration & Services</u>							
Ops Salaries & Benefits	15,497	15,578	15,107	17,903	17,221	(683)	-3.81%
Ops Non-Labor Expenses	7,645	7,334	7,594	11,983	12,830	848	7.08%
Indirect Administrative Expenses	18,254	17,695	17,645	21,546	24,658	3,112	14.44%
Ops Professional Services	3,019	2,311	2,276	2,685	2,717	32	1.20%
Subtotal Admin & Services	44,415	42,917	42,622	54,117	57,426	3,309	6.11%
Contingency	11	-	-	90	88	(3)	-2.78%
Total Operating Expenses	232,745	220,893	229,344	277,380	283,464	6,084	2.19%
Insurance and Legal							
Liability/Property/Auto	9,870	12,447	12,857	16,088	16,838	750	4.66%
Net Claims / SI	2,303	1	(684)	1,000	990	(10)	-1.00%
Claims Administration	367	682	1,708	1,856	2,146	290	15.62%
Total Net Insurance and Legal	12,540	13,129	13,880	18,944	19,974	1,030	5.44%
Total Expense	245,285	234,023	243,224	296,324	303,438	7,114	2.40%
Non-Recurring Settlement Expense 1	-	3,234	-	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	2,370	-	-	-	-	n/a
Loss / Member Support Required	(166,327)	(209,402)	(200,817)	(229,801)	(250,659)	(20,858)	9.08%
Member Support Payments	156,578	163,176	131,718				
CARES Funding Utilized	9,748	46,226	66,491	TBD	TBD	TBD	TBD
Refund of Remaining Carryforward	-	-	196				
Surplus / (Deficit)	-	-	(2,412)				

Numbers may not foot due to rounding

FY24 Proposed Operating Budget by Member Agency

Attachment D

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	17,181	8,347	3,151	4,688	771	34,138
Fare Reduction Subsidy	293	-	-	197	-	490
Other Train Subsidies	2,565	-	-	-	-	2,565
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	20,040	8,347	3,151	4,885	771	37,194
Dispatching	1,019	594	13	116	220	1,963
Other Revenues	344	150	73	88	35	691
MOW Revenues	6,811	3,047	880	1,766	427	12,932
Total Operating Revenue	28,215	12,138	4,117	6,855	1,454	52,779
Operating Expenses						
Operations & Services						
Train Operations	25,174	9,227	4,409	5,606	2,114	46,530
Equipment Maintenance	21,813	10,129	5,091	5,414	2,112	44,560
Fuel	15,330	6,667	2,874	3,588	1,284	29,743
Non-Scheduled Rolling Stock Repairs	50	24	10	12	3	100
Operating Facilities Maintenance	1,129	534	232	271	78	2,244
Other Operating Train Services	468	130	112	157	75	942
Rolling Stock Lease	-	-	-	-	-	-
Security	8,581	3,437	1,766	1,903	825	16,513
Public Safety Program	49	18	15	11	10	103
Passenger Relations	980	526	182	284	48	2,021
TVM Maintenance/Revenue Collection	2,335	1,147	871	673	317	5,342
Marketing	1,605	787	301	462	84	3,238
Media & External Communications	153	56	48	34	32	322
Utilities/Leases	1,465	532	459	324	307	3,088
Transfers to Other Operators	1,746	821	236	359	108	3,269
Amtrak Transfers	485	543	-	-	157	1,185
Station Maintenance	3,135	718	354	742	281	5,229
Rail Agreements	1,973	1,825	1,608	373	902	6,680
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	86,710	37,220	18,625	20,284	8,772	171,611
Maintenance-of-Way						
MoW - Line Segments	29,835	10,521	3,380	6,802	3,008	53,546
MoW - Extraordinary Maintenance	465	114	76	85	55	794
Subtotal Maintenance-of-Way	30,300	10,635	3,456	6,886	3,063	54,340
Administration & Services						
Ops Salaries & Fringe Benefits	8,169	2,980	2,555	1,810	1,707	17,221
Ops Non-Labor Expenses	6,368	2,567	1,563	1,475	858	12,830
Indirect Administrative Expenses	11,698	4,248	3,669	2,589	2,453	24,658
Ops Professional Services	1,289	468	404	285	270	2,717
Subtotal Admin & Services	27,523	10,264	8,191	6,160	5,289	57,426
Contingency	42	15	13	9	9	88
Total Operating Expenses	144,574	58,133	30,284	33,339	17,133	283,464
Insurance and Legal						
Liability/Property/Auto	8,473	4,009	1,740	2,030	585	16,838
Net Claims / SI	498	236	102	119	34	990
Claims Administration	1,080	511	222	259	75	2,146
Total Net Insurance and Legal	10,051	4,756	2,064	2,408	694	19,974
Total Expense	154,625	62,889	32,349	35,748	17,828	303,438
Loss/Member Support Required	(126,410)	(50,751)	(28,232)	(28,892)	(16,373)	(250,659)

FY24 Proposed Operating Budget by Line

Attachment E

(000's)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	9,818	2,017	5,881	2,201	7,597	3,400	3,225	34,138
Fare Reduction Subsidy	490	-	-	-	-	-	-	490
Other Train Subsidies	847	154	872	308	180	-	205	2,565
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	11,155	2,171	6,753	2,509	7,776	3,400	3,430	37,194
Dispatching	367	434	292	2	842	6	19	1,963
Other Revenues	172	78	127	52	110	86	66	691
MOW Revenues	3,984	1,335	3,112	236	1,900	1,435	930	12,932
Total Operating Revenue	15,678	4,019	10,285	2,798	10,628	4,927	4,445	52,779
Operating Expenses								
Operations & Services								
Train Operations	12,064	5,473	10,155	3,033	6,575	5,062	4,167	46,530
Equipment Maintenance	10,420	4,886	8,336	2,831	7,371	5,917	4,800	44,560
Fuel	7,361	3,269	5,928	2,030	4,975	3,623	2,557	29,743
Non-Scheduled Rolling Stock Repairs	25	9	19	6	18	14	10	100
Operating Facilities Maintenance	558	200	425	128	403	305	225	2,244
Other Operating Train Services	299	125	136	113	72	92	105	942
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,625	1,657	3,789	1,295	2,400	2,118	1,628	16,513
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	604	124	351	90	402	283	167	2,021
TVM Maintenance/Revenue Collection	996	739	936	508	699	798	666	5,342
Marketing	992	216	534	159	629	413	296	3,238
Media & External Communications	47	54	58	48	31	39	45	322
Utilities/Leases	450	513	558	463	294	378	433	3,088
Transfers to Other Operators	723	282	651	278	929	166	239	3,269
Amtrak Transfers	-	415	-	-	771	-	-	1,185
Station Maintenance	1,608	816	1,024	412	842	8	518	5,229
Rail Agreements	-	902	-	2,186	1,054	1,148	1,391	6,680
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	39,897	19,772	32,998	13,665	27,560	20,443	17,276	171,611
Maintenance-of-Way								
MoW - Line Segments	15,629	8,067	12,907	1,177	7,319	5,054	3,392	53,546
MoW - Extraordinary Maintenance	174	120	126	110	134	107	23	794
Subtotal Maintenance-of-Way	15,804	8,187	13,034	1,287	7,453	5,160	3,415	54,340
Administration & Services								
Ops Salaries & Fringe Benefits	2,522	2,851	3,117	2,570	1,651	2,105	2,404	17,221
Ops Non-Labor Expenses	2,637	1,713	2,356	1,296	1,785	1,532	1,512	12,830
Indirect Administrative Expenses	3,598	4,098	4,453	3,694	2,345	3,016	3,455	24,658
Ops Professional Services	396	452	491	407	258	332	381	2,717
Subtotal Admin & Services	9,153	9,114	10,417	7,966	6,039	6,986	7,750	57,426
Contingency	13	15	16	13	8	11	12	88
Total Operating Expenses	64,867	37,088	56,464	22,931	41,061	32,600	28,454	283,464
Insurance and Legal								
Liability/Property/Auto	4,187	1,504	3,188	962	3,022	2,289	1,687	16,838
Net Claims / SI	246	88	187	57	178	135	99	990
Claims Administration	534	192	406	123	385	292	215	2,146
Total Net Insurance and Legal	4,967	1,784	3,781	1,141	3,585	2,715	2,001	19,974
Total Expense	69,833	38,872	60,246	24,072	44,645	35,315	30,455	303,438
Loss/Member Support Required	(54,156)	(34,853)	(49,961)	(21,274)	(34,018)	(30,388)	(26,010)	(250,659)

**History of actual and budgeted Operating Support
with variances of FY24 vs FY23**

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY23 Amended Budget	\$229,800,737	\$117,951,427	\$45,988,164	\$25,890,809	\$25,224,743	\$14,745,594
FY24 Proposed Budget	\$250,658,883	\$126,410,472	\$50,750,849	\$28,231,763	\$28,892,306	\$16,373,492

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY24 vs FY23						
\$ increase	\$20,858,146	\$8,459,046	\$4,762,685	\$2,340,955	\$3,667,563	\$1,627,899
% increase	9.1%	7.2%	10.4%	9.0%	14.5%	11.0%

Whole numbers are provided as requested by Member Agencies for their board approval and budget adoption.

FY24 Budget Summary

Summary of Support by Member Agency

FY24 Proposed Budget (Current)

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 250,658,882	\$ 126,410,472	\$ 50,750,849	\$ 28,231,763	\$ 28,892,306	\$ 16,373,492
Total Capital Support	\$ 147,160,000	\$ 73,274,847	\$ 29,673,025	\$ 15,691,304	\$ 18,053,872	\$ 10,466,952
SUB-TOTAL =	\$ 397,818,882	\$ 199,685,319	\$ 80,423,874	\$ 43,923,067	\$ 46,946,178	\$ 26,840,444
Working Capital Request	\$ 50,000,000	\$ 29,290,000	\$ 7,150,000	\$ 4,765,000	\$ 5,330,000	\$ 3,465,000
TOTAL =	\$ 447,818,882	\$ 228,975,319	\$ 87,573,874	\$ 48,688,067	\$ 52,276,178	\$ 30,305,444

FY23 Amended Budget

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 229,800,737	\$ 117,951,427	\$ 45,988,164	\$ 25,890,809	\$ 25,224,743	\$ 14,745,594
Total Capital Support	\$ 106,545,000	\$ 47,958,000	\$ 29,531,440	\$ 9,688,080	\$ 12,568,320	\$ 6,284,160
Working Capital Request	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL =	\$ 336,345,737	\$ 165,909,427	\$ 75,519,604	\$ 35,578,889	\$ 37,793,063	\$ 21,029,754

Variance

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total w/o Working Capital	\$ 61,473,145	\$ 33,775,892	\$ 4,904,270	\$ 8,344,178	\$ 9,153,115	\$ 5,810,690
variance	18.3%	20.4%	6.5%	23.5%	24.2%	27.6%
Total w/ Working Capital	\$ 111,473,145	\$ 63,065,892	\$ 12,054,270	\$ 13,109,178	\$ 14,483,115	\$ 9,275,690
variance	33.1%	38.0%	16.0%	36.8%	38.3%	44.1%

FY24 Operating Budget Summary of Support by Member Agency

FY24 Proposed Budget (CURRENT)

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	28,214,617	12,138,405	4,116,866	6,855,364	1,454,046	52,779,298
Total Expenses	154,625,089	62,889,254	32,348,629	35,747,670	17,827,538	303,438,180
FY24 Member Agency Support (Loss)	(126,410,472)	(50,750,849)	(28,231,763)	(28,892,306)	(16,373,492)	(250,658,882)

FY23 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	33,640,404	16,195,954	5,872,140	9,013,543	1,801,441	66,523,481
Total Expenses	151,591,831	62,184,118	31,762,948	34,238,286	16,547,034	296,324,218
FY23 Member Agency Support (Loss)	(117,951,427)	(45,988,164)	(25,890,809)	(25,224,743)	(14,745,594)	(229,800,737)

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	(5,425,787)	(4,057,549)	(1,755,274)	(2,158,179)	(347,395)	(13,744,183)
variance	-16.1%	-25.1%	-29.9%	-23.9%	-19.3%	-20.7%
Expenses	3,033,258	705,136	585,681	1,509,384	1,280,504	7,113,962
variance	2.0%	1.1%	1.8%	4.4%	7.7%	2.4%
Member Agency Support (increase) / decrease	(8,459,045)	(4,762,685)	(2,340,954)	(3,667,563)	(1,627,898)	(20,858,145)
variance	-7.2%	-10.4%	-9.0%	-14.5%	-11.0%	-9.1%

FY24 Operating Budget

Summary of Member Agency Support by Line

FY24 Proposed Budget (CURRENT)

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	15,677,747	4,018,862	10,285,337	2,798,005	10,627,540	4,926,708	4,445,098	52,779,297
Total Expenses	69,833,421	38,871,891	60,245,890	24,071,887	44,645,408	35,314,956	30,454,727	303,438,180
FY24 Member Agency Support (Loss)	(54,155,674)	(34,853,029)	(49,960,553)	(21,273,882)	(34,017,868)	(30,388,248)	(26,009,629)	(250,658,883)

FY23 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	19,508,547	4,934,705	12,286,922	3,201,774	12,728,840	7,919,490	5,943,203	66,523,481
Total Expenses	66,439,127	37,378,986	59,156,166	23,717,633	44,676,744	35,279,114	29,676,450	296,324,218
FY23 Member Agency Support (Loss)	(46,930,580)	(32,444,281)	(46,869,244)	(20,515,859)	(31,947,904)	(27,359,623)	(23,733,247)	(229,800,737)

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenues	(3,830,800)	(915,843)	(2,001,585)	(403,769)	(2,101,300)	(2,992,782)	(1,498,105)	(13,744,184)
variance	-19.6%	-18.6%	-16.3%	-12.6%	-16.5%	-37.8%	-25.2%	-20.7%
Expenses	3,394,294	1,492,905	1,089,724	354,254	(31,336)	35,842	778,277	7,113,962
variance	5.1%	4.0%	1.8%	1.5%	-0.1%	0.1%	2.6%	2.4%
Member Agency Support (increase) / decrease	(7,225,094)	(2,408,748)	(3,091,309)	(758,023)	(2,069,964)	(3,028,625)	(2,276,382)	(20,858,146)
variance	-15.4%	-7.4%	-6.6%	-3.7%	-6.5%	-11.1%	-9.6%	-9.1%

ATTACHMENT B -- PLANNING AND ENVIRONMENTAL ON-CALL SERVICES SUMMARY

PLANNING AND ENVIRONMENTAL ON-CALL SERVICES	
Previously Awarded	\$ 5,898,511
Pending Award	\$ 4,101,489
Subtotal: (\$10M cap)	\$ 10,000,000
FY 24 Proposed Work Program (subject to Metro Board approval)	\$ 11,075,963
Future Work	\$ 3,924,037
Subtotal:	\$ 15,000,000
TOTAL:	\$ 25,000,000

DESCRIPTION OF REPRESENTATIVE PROJECTS FY24 - FY26 PROPOSED WORK PROGRAM	
<u>Pico Rivera Station Feasibility Study</u>	
This Metro Board directed study will assess the viability of construction of a new Metrolink station in the City of Pico Rivera along the Metrolink/Amtrak and future high-speed rail corridor. Operational, capital costs, ridership, parking, 1st/Last mile connectivity, land use, funding and other issues will be addressed as part of the study.	
<u>San Bernardino Line Rail Multiple Unit (RMU) Study/Implementaion Plan</u>	
This study will evaluate opportunities to implement RMU service along the Metrolink San Bernardino Line to Los Angeles Union Station. The study will identify opportunities to realize operational cost savings, and discuss other issues, such as maintenance, fueling, signal and communications, and other operational and capital needs, plus ohter impacts and benefits.	
<u>Baldwin Park Grade Separation Analysis</u>	
This study will include the development of initial concepts, viable alternatives after screening, rough order of magnitude costs, right-of-way impacts and recommendations for next steps for a grade separation along the Metro-owned ROW near the Baldwin Park station.	
<u>LAC+USC Medical Center Station Project Approval/Environmental Document (PAED)</u>	
This Board requested study will initiate and compete the PAED process for a new Metrolink station near the LAC+USC medical center, along the San Bernardino Line. Previously a feasibility study was completed which identified a suitable candidate location for a new Metrolink station.	
<u>Glendale Station Train Horn Noise Reduction Study</u>	
This study will assess opportunities to reduce the sounding of train horns near the Glendale Metrolink station. This may include the establishment of a "Quiet Zone", wayside horns, and/or other improvements which would lead to less frequent sounding of train horns.	\$ 11,075,963
<u>Metrolink Strategic Plan</u>	
This visioning document will provide the framework for Metro's overall investment in the commuter rail network for Los Angeles County. The plan may identify future ridership and service level goals, prioritize use of Metro funds for various Los Angeles County capital and State Of Good Repair projects, address funding challenges, management of Metro-owned ROW, governance/interaction with key stakeholders and other JPA members, plus address future station, parking, and safety needs, etc.	
<u>Olympics 2028 Mobility Concept Plan Implementation</u>	
This Board directed effort will continue critical path planning efforts in preparation for the Olympics 2028 games. As part of this effort, preliminary designs, cost estimates and schedules will be developed for a selected group of projects from the Mobility Concept Plan in order to apply for federal and state grant funding.	
<u>7th/Metro Station Improvements/30% design</u>	
This Board directed 30% design effort will lead to the improved safety, security, usability, and comfort of the 7th/Metro Station through an integrated design project that will include updates to architecture, operational equipment, and the overall station environment. Design features needing updates in advance of the 2028 Olympic Games include floor and ceiling finishes, lighting, security equipment, and customer information/communication equipment at this important and busy transfer station.	
Contingency	\$ 3,924,037
Total Requested new Planning and Environmental On-Call Services Requested Additional Contract Authority	\$ 15,000,000

PROCUREMENT SUMMARY
REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000 TO AE56752005

1.	Contract Number: AE56752000 to AE56752005		
2.	Contractors: Gensler, HDR Engineering, Inc., Jacobs/CH2M Hill, Mott MacDonald, LLC, STV Inc. and WSP USA		
3.	Mod. Work Description : Increase the not-to-exceed cumulative contract amount.		
4.	Contract Work Description Provide planning and environmental on-call services.		
5.	The following data is current as of: 6/1/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/23/19	Contract Award Amount: Not-to-Exceed (NTE) \$10,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	8/13/24	Pending Modifications (including this action): \$15,000,000
	Current Est. Complete Date:	8/13/24	Current Contract Value (with this action): NTE \$25,000,000
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Jay Fuhrman		Telephone Numbers: (310) 993-7338

A. Procurement Background

This Board Action is to execute Modification No. 1 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 issued in support of various Board and CEO directed Metrolink station and planning feasibility studies, and 2028 Olympics planning efforts. This Contract Modification will increase the NTE cumulative contract amount by \$15,000,000 from \$10,000,000 to \$25,000,000; and award and execute task orders for an NTE total authorized amount of \$25,000,000.

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

On May 23, 2019, the Board approved the award of six, task order-based bench Contract Nos. AE56752000 through AE56752005 for Regional Rail Planning and Environmental Services for an NTE amount of \$10,000,000.

B. Cost Analysis

Work will be performed through the issuance of separate task orders. Proposals submitted for each task order will be subjected to cost analysis, technical analysis, fact finding, and negotiations to determine the fairness and reasonableness of price.

CONTRACT MODIFICATION/CHANGE ORDER LOG

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL
SERVICES BENCH / AE56752000 TO AE56752005

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Increase cumulative not-to-exceed contract amount	Pending	Pending	\$15,000,000
	Modification Total:			\$15,000,000
	Original Contract:		5/23/19	\$10,000,000
	Total:			\$25,000,000

DEOD SUMMARY

REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES/ AE56752000
THROUGH AE56752005**A. Small Business Participation**

There are six (6) bench participants, Gensler Architects, Design & Planning P.C., HDR Engineering, Inc., Jacobs Engineering Group, Inc., Mott MacDonald LLC, STV Incorporated, and WSP USA, Inc., on this On-Call Task Order (TO) Contract. Each bench participant made an overall SBE/DVBE commitment.

1. Gensler Architecture, Design & Planning, P.C. (Gensler)

Gensler made a 24% SBE and a 3% DVBE overall commitment. Gensler has been awarded two (2) TO's that are 98% and 100% complete. Gensler's cumulative participation is 24.60% SBE and 0.00% DVBE participation, exceeding the SBE commitment by 0.60%. To-date, Gensler has utilized one (1) SBE firm on its awarded TO's. As additional TO's are awarded, Gensler will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	24.60% SBE 0.00% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	Arellano Associates, LLC	TBD
2.	KILOGRAPH	24.60%
3.	Metropolitan Research and Economics	TBD
4.	MLA Green, Inc.	TBD
5.	Turner Engineering Corporation	TBD
6.	UltraSystems Environmental, Inc.	TBD
	TOTAL	24.60%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Leland Saylor Associates Inc	TBD%
	TOTAL	0.00%

2. HDR Engineering (HDR)

HDR made a 24% SBE and a 3% DVBE overall commitment. HDR has been awarded one (1) Task Order that is 99% complete. HDR's cumulative participation is 24.51% SBE and 3.01% DVBE, exceeding the SBE/DVBE commitments by 0.51% and 0.01%, respectively. As additional TO's are awarded, HDR will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	24.51% SBE 3.01% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	AMMA Transit Planning	TBD
2.	Arellano Associates, LLC	TBD
3.	Gibson Transportation Consulting, Inc.	TBD
4.	Harris Miller Miller Hanson Inc.	TBD
5.	Intueor Consulting, Inc	TBD
6.	Leland Saylor Associates Inc	TBD
7.	MA Engineering	TBD
8.	Paleo Solutions, Inc.	TBD
9.	Redman Consulting, LLC	24.51%
10.	RSE Corporation	TBD
11.	Terry A. Hayes Associates Inc.	TBD
12.	Translutions, Inc.	TBD
13.	Zephyr UAS, Inc.	TBD
14.	ZMAssociates Environmental Corp	TBD
	TOTAL	24.51%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Amheart Solutions	3.01%
	TOTAL	3.01%

3. Jacobs Engineering (CH2M Hill)

Jacobs Engineering Group, Inc. (formerly known as CH2M Hill) made a 24% SBE and 3% DVBE overall commitment. CH2M has been awarded two (2) TO's that are 63% and 41% complete. CH2M's cumulative participation is 6.08% SBE and 0.00% DVBE, representing a 17.92% SBE and 3% DVBE shortfall. To-date, CH2M has utilized one (1) SBE firm on its awarded TO's. As additional TO's are awarded, CH2M will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	6.08% SBE 0.00% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	Connetics Transportation Group, Inc.	TBD
2.	David Engineering LLC	TBD
3.	Effect Strategies, LLC	TBD
4.	FPL and Associates, Inc.	TBD

5.	Galvin Preservation Associates Inc.	TBD
6.	Geospatial Professional Solutions, Inc.	TBD
7.	Here Design Studio, LLC	6.08%
8.	Kal Krishnan Consulting Services, Inc.	TBD
9.	Pacific Railway Enterprises, Inc.	TBD
10.	Terry A. Hayes Associates Inc.	TBD
11.	The Robert Group, Inc.	TBD
12.	TransLink Consulting, LLC	TBD
13.	Urban Strategy Group, Inc.	TBD
14.	Wagner Engineering & Survey, Inc,	TBD
15.	Yunsoo Kim Design, Inc.	TBD
	TOTAL	6.08%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Blackhawk Environmental Inc.	0.00%
	MA Engineering	0.00%
	V. W. & Associates, Inc.	0.00%
	TOTAL	0.00%

4. Mott MacDonald LLC (Mott)

Mott made an overall 24% SBE and 3% DVBE overall commitment. Mott has been awarded one (1) Task Order that is 99% complete. Mott's cumulative participation is 36.76% SBE and 3.20% DVBE, exceeding the SBE/DVBE commitments by 12.76% and 0.20%, respectively. As additional TO's are awarded, Mott will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Overall Small Business Commitment	36.76% SBE 3.20% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	Cross-Spectrum Acoustics Inc.	7.72%
2.	D R Consultants & Designers, Inc.	TBD
3.	Engineering Solutions Services Inc	TBD
4.	Mc Lean & Schultz, Inc.	TBD
5.	McCormick-Busse, Inc.	TBD
6.	Paleo Solutions, Inc.	2.32%
7.	RSE Corporation	TBD
8.	Terry A. Hayes Associates Inc.	10.53%
9.	TransLink Consulting, LLC	TBD
10.	Watearth, Inc.	3.22%
11.	Zephyr UAS, Inc.	12.97%

	TOTAL	36.76%
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	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Leland Saylor	3.20%
2.	Ross Infrastructure Development LLC	TBD
	TOTAL	3.20%

5. STV Incorporated (STV)

STV made a 24% SBE and 3% DVBE overall commitment. To-date, STV has not been awarded any TO's. As TO's are awarded, STV will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	0.00% SBE 0.00% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	Arellano Associates, LLC	TBD
2.	Diaz Consultants, Inc.	TBD
3.	Here Design Studio, LLC	TBD
4.	Lenax Construction Services, Inc.	TBD
5.	LIN Consulting, Inc.	TBD
6.	Lynn Capouya, Inc.	TBD
7.	Sanchez/Kamps Associates Design	TBD
8.	Terry A. Hayes Associates Inc.	TBD
9.	TransLink Consulting, LLC	TBD
10.	Wagner Engineering & Survey, Inc.	TBD
	TOTAL	0.00 %

	DVBE Subcontractors	Current DVBE Participation
1.	TBD	TBD
	TOTAL	0.00%

6. WSP USA Inc. (WSP)

WSP made a 24% SBE and 3% DVBE overall commitment. WSP has been awarded one (1) TO that is 58% complete. WSP cumulative participation is 3.32% SBE and 14.19% DVBE, representing a 20.68% SBE shortfall. WSP is exceeding the DVBE commitment by 11.19%. To-date, WSP has utilized one (1) SBE firm and one (1) DVBE firm on its awarded TO. As additional TO's are awarded, WSP will identify its corresponding commitments to listed SBE/DVBE firms.

Overall Small Business Commitment	24% SBE 3% DVBE	Cumulative Small Business Participation	3.32% SBE 14.19% DVBE
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	SBE Subcontractors	Current Cumulative SBE Participation
1.	Cogstone Resource Management Inc	TBD
2.	Diaz Consultants, Inc.	TBD
3.	GCM Consulting, Inc.	TBD
4.	General Technologies and Solutions (GTS) LLC	TBD
5.	McCormick-Busse, Inc.	TBD
6.	Pacific Railway Enterprises, Inc.	TBD
7.	Peak Consulting Group, LLC	3.32%
8.	RSE Corporation	TBD
9.	RAW International	TBD
10.	Redhill Group, Inc.	TBD
11.	Ruth Villalobos & Associates, Inc.	TBD
12.	Tatsumi and Partners Inc	TBD
13.	Terry A. Hayes Associates Inc.	TBD
14.	The Arroyo Group	TBD
	TOTAL	3.32%

	DVBE Subcontractors	Current Cumulative DVBE Participation
1.	Aldridge Design	TBD
2.	Continental Interpreting Services, Inc	TBD
3.	MA Engineering	TBD
4.	OhanaVets, Inc.	14.19%
5.	V. W. & Associates, Inc.	TBD
	TOTAL	14.19%

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

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered

include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

D. Project Labor Agreement/Construction Careers Policy

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



Metrolink FY 24 Annual Work Program

Finance, Budget and Audit Committee

Item #20

June 14, 2023



Metro

Recommendations

- A. APPROVE \$199,400,319 as Metro's contribution to SCRRA for FY 24 Metrolink Operations, Rehabilitation and Capital budget;
- B. APPROVE \$29,290,000 as Metro's contribution to SCRRA for a Working Capital Loan, contingent upon SCRRA adoption of a loan repayment policy;
- C. AUTHORIZE an increase to the Regional Rail Planning and Environmental On-Call Services Bench overall authority from \$10,000,000 to \$25,000,000 in support of various Board directed Metrolink planning studies and 2028 Olympics planning efforts;
- D. APPROVE an additional \$500,000 to SCRRA for enhanced Right-Of-Way (ROW) maintenance along Metro-owned ROW;
- E. EXTEND lapsing dates for three SOGR MOUs with SCRRA
- F. APPROVE FY 24 Transfers to Other Operators reimbursement rate to Metro of \$1.10 per boarding

Recommendation B: Working Capital Loan

- SCRRRA has requested a working capital loan to advance payment quickly on major capital projects such as the SCORE program, Antelope Valley Line improvements, etc.
- Each member agency has expressed support contingent upon adequate terms and conditions for the loan.
- SCRRRA intends to establish a new Working Capital Loan repayment policy at the July Board meeting.
- Recommendation B states that Metro approval of the loan is contingent upon the SCRRRA Board adoption of a loan repayment policy.
- To ensure transparency and accountability, the policy will address:
 - Permitted uses
 - Cost allocation methodology
 - Reporting requirements
 - Other

Recommendation C: Regional Rail Planning and Environmental On-Call Services Bench

- Additional requested studies and continued support on Olympics planning requires replenishment of available funds through the Regional Rail Planning and Environmental On Call Services Bench, currently at capacity.
- Requested studies to be funded by this contract modification include:
 - Pico Rivera Station Feasibility Study
 - LAC+USC Medical Center Station Environmental Clearance
 - Olympics 2028 Mobility Concepts Plan Implementation
 - San Bernardino Line Service Planning
 - 7th/Metro Center Improvements
- This action will enable Metro to stay on schedule to advance time-sensitive Metrolink planning, station feasibility studies, and Olympics planning related activities without procurement delays.



Board Report

File #: 2023-0286, File Type: Informational Report

Agenda Number: 21.

**EXECUTIVE MANAGEMENT COMMITTEE
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 15, 2023**

SUBJECT: IN-HOUSE PUBLIC SAFETY DEPARTMENT FEASIBILITY STUDY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the In-House Public Safety Department Feasibility Study (Attachment A).

ISSUE

At its March 2023 Meeting, the Board approved the staff recommendation to report back on the feasibility of establishing an in-house Metro Transit Public Safety Department to support Metro’s public safety mission and values statements.

The study examines the viability of establishing an internal Transit Public Safety Department as a potential alternative to the existing multi-agency law enforcement services rendered by the Los Angeles Police Department (LAPD), the Los Angeles County Sheriff’s Department (LASD), and the Long Beach Police Department (LBPD).

BACKGROUND

At its December 2021 meeting, the Board adopted the following Public Safety Mission and Value 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

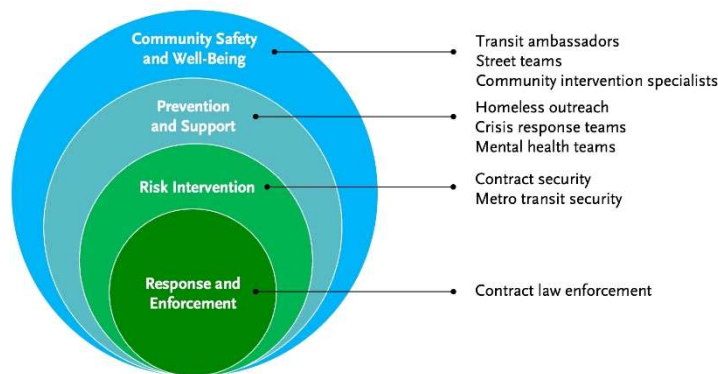
- Implement a Human-Centered Approach
- Emphasize Compassion and a Culture of Care
- Recognize Diversity

- Acknowledge Context
- Committed to Openness and Accountability

Metro's Layered Public Safety Ecosystem

In 2022 Metro established a comprehensive approach to ensuring public safety on the system by implementing a multi-layered safety program to address the different aspects of safety. Each layer in the public safety ecosystem adds value and enhances the overall security and safety of the Metro system. Instead of relying solely on a single strategy, a layered approach provides a more effective response to each safety issue by deploying the right resource to best address the specific safety concern.

Metro's Layered Public Safety Ecosystem



Metro's public safety ecosystem comprises four layers and utilizes six resource strategies:

Community Safety and Well-Being - Provides a visible presence, assistance, guidance, and support to individuals.

1. Transit Ambassadors - customer information, maintenance reporting, security awareness, and visibility. Ambassadors include the following groups: transit ambassadors, community

intervention specialists, and street team personnel.

Prevention and Support - Care response to social issues specifically related to individuals experiencing homelessness, untreated mental health, and addiction issues.

2. Homeless Outreach - outreach to riders, connection to services
3. Crisis Response Teams - response to mental health crisis incidents

Risk Intervention - Maintain a safe and secure environment, protect people and property, and deter criminal activity.

4. Contract Security - patrol and secure facilities, crowd control for special events, and bus bridges
5. Metro Transit Security -vehicle patrol, revenue collection, code of conduct enforcement, open/close stations, and bus and train riding

Response and Enforcement - Swift and effective responses to incidents and criminal activity.

6. Contract Law Enforcement - responding to calls needing law enforcement intervention including safety emergencies, partnering on ancillary clean-up teams, supplementing field patrol with homelessness and mental health teams

Metro Law Enforcement Contract Services

In February 2017, the Metro Board approved the multi-agency law enforcement services contract for a five-year base period with a not to exceed amount of \$645 million through June 30, 2022. The contracts have been amended seven times (including a one-year contract extension), and the current total contract value for the six years is \$916,511,952 through June 30, 2023.

In April 2022, staff initiated a competitive procurement process for law enforcement services as the contract was set to expire on June 30, 2023. Proposals were received in October 2022 and were evaluated in accordance with the terms of the RFP, which sought to incorporate the lens of the new Public Safety Mission and Value Statements. However, two of the proposing agencies took material exceptions to the scope of work as well as Metro's contract terms and conditions.

As a result, staff determined that it was in the best interest of Metro to cancel the RFP, extend modified versions of the current contracts, and explore the feasibility of creating an in-house Transit Public Safety Department that could serve as an effective approach to implementing Metro's reimagined public safety plan and uphold Metro's Public Safety Mission and Value Statements.

Office of the Inspector General (OIG) Audit Findings

At the February 2017 Board meeting, then Director Fasana included an amendment to the Multi-Agency Law Enforcement Contract board action that the Inspector General be tasked with annually auditing each law enforcement services contract to determine how actual performance metrics are measuring up against key performance indicators. The audit is to ensure that Metro is receiving the services it is paying for.

Over the past several years, the annual OIG audits have consistently identified concerns regarding the deployment of police personnel on the Metro system. These concerns include poor police visibility on buses, trains, and at stations as well as inconsistent staffing at key critical infrastructure locations. Transit police officers must be visible, accessible, and responsive to the needs of riders and employees, to build trust and provide a deterrent to crime and disorder on the transit system.

The OIG audit findings, which indicate that the contract police agencies spend a relatively small percentage of their time on engaged visibility, are concerning. The OIG audit illustrated that the contract police agencies have significant time to accomplish the objective of engaged visibility, with officers spending 3% (LBPD), 5% (LASD), and 18% (LAPD) of their time answering calls for service on Metro.

Current Safety and Security Staffing Levels and Budget

The table below illustrates the current number of budgeted personnel, including field personnel, and the average number of personnel deployed in the field each weekday for the six public safety ecosystem resource strategies as well as their respective FY23 budget.

For example, a total of 645 budgeted police personnel are provided by the three contract police agencies for Metro. This includes 290 LAPD personnel, 326 LASD personnel, and 29 LBPD personnel. On average, there are 263 police officers/deputies patrolling the Metro system daily.

Public Safety Ecosystem Resource Strategy	FY23 Staffing Levels and Budget			Annual Budget (millions)
	Number of Budgeted Personnel	Personnel Pool Field/Patrol Deployment	Avg. Deployed Daily on System	
Contract Police	645	344	263	\$172.9
<i>LAPD*</i>	290	138	138	
<i>Patrol Officers</i>	138			
<i>Special Units</i>	39			
<i>Patrol/Special Unit Sergeants</i>	32			
<i>Support Staff</i>	81			
<i>LASD</i>	326	188	115	
<i>Patrol Deputies</i>	188			
<i>Special Units</i>	41			
<i>Patrol/Special Unit Sergeants</i>	34			
<i>Support Staff</i>	63			
<i>LBPD</i>	29	18	10	
<i>Patrol Officers</i>	18			
<i>Special Units</i>	2			
<i>Patrol Sergeants</i>	4			
<i>Support Staff</i>	5			
Metro Transit Security**	290	138	133	\$40.2
Contract Security	322	251	241	\$24.5
Transit Ambassador Program***	437	424	265	\$33.0
Homeless Outreach	85	85	85	\$15.3
Mental Health Crisis Outreach	30	30	-	\$10.0
Totals	1,809	1,272	987	\$295.90

Support staff = Administrative, management, detectives, analytics

Personnel Pool = Number needed to provide 24/7 support/relief officers

Special Units = K9, SAU, MET, HOPE, Quality of Life, Senior Lead Officers, Team Leaders

* LAPD officers work for Metro on an overtime basis, the number of daily deployable LAPD police officers is the same as budgeted.

**The 276 total budgeted personnel includes 30 SSLE non-contract staff

***The 437 total budgeted personnel includes 2 Metro FTEs, 15 vendor program administrators, 359 transit ambassadors, 28 community intervention specialists, and 33 street team personnel

***The 85 total budgeted personnel, including supervisors, are all deployed in the field

Review of Large Transit Agencies

It is common for large transit agencies to have their own police department. These specialized police departments are responsible for ensuring the safety and security of passengers, employees, and the transit system itself. In-house transit police proactively address the specific challenges and dynamics

of transit environments.

Having an in-house police department allows transit agencies to have greater control and accountability over the safety and security of their services. It enables a more direct and immediate response to incidents, as well as a deeper understanding of the specific safety concerns and needs of the transit system. Transit police departments can develop specialized strategies and partnerships to address issues such as fare evasion, disorderly conduct, and other offenses that are unique to public transportation.

Six of the largest U.S. transit agencies have a transit police department, as shown in the table below. The Chicago Transit Authority utilizes contract police services provided by the Chicago Police Department, while the San Francisco Municipal Railway receives police services through the San Francisco Police Department. The King County Metro Transit receives law enforcement services through a contract with the Sheriff's Office. New York's Metropolitan Transit Authority utilizes a hybrid model that includes reliance on police officers within the MTA Police Department for law enforcement services at Grand Central Terminal, Penn Station, and all MTA infrastructure (i.e., track, yards, shops, stations, and railroad crossings), while enforcement services for the MTA subway lines, trains, and stations within New York City are provided by NYPD. The remaining transit agencies all have their own transit police department.

Police Departments within the Largest U.S. Transit Agencies

Transit Agency	Unlinked Passenger Trips* 2019 (Thousands)	Has Transit PD	Number of Personnel
Metropolitan Transit Authority – New York City (NYCT)	3,451,139	✓	1,095 sworn & 56 non-sworn
Chicago Transit Authority (CTA)	455,743		
Los Angeles County Metropolitan Transit Authority (Metro)	379,718		
Massachusetts Bay Transportation Authority (MBTA)	366,716	✓	264 sworn & 50 non-sworn
Washington Metropolitan Area Transit Authority (WMATA)	354,656	✓	468 sworn, 140 security guards & 101 non-sworn
Southeastern Pennsylvania Transportation Authority (SEPTA)	308,266	✓	260 sworn & 10 non-sworn
New Jersey Transit Corporation (NJ TRANSIT)	267,270	✓	250 sworn & 70 non-sworn
San Francisco Municipal Railway (Muni)	223,338		
King County Metro Transit (KCMT)	128,666		
San Francisco Bay Area Rapid Transit (BART)	128,217	✓	206 sworn & 90 non-sworn

*American Public Transportation Association (APTA) defines unlinked passenger trips as “The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.”

DISCUSSION

Metro recognizes that ensuring a safe transit system is of utmost importance to deliver a world-class transportation experience that enhances the quality of life for all who utilize our services. Staff acknowledges the diverse range of safety concerns expressed by the public and our employees and bears the responsibility to guarantee a secure and comfortable journey for every Metro rider.

Providing a safe transit environment is the cornerstone of Metro’s public safety mission statement. While police services are an important aspect of Metro's public safety ecosystem, it is just one part of a broader approach to safety and security. Effective public safety requires a multilayered approach that Metro has implemented. Some of the current safety and security issues on the Metro system

reflect the problems facing our society: a housing crisis, a mental health crisis, and an opioid epidemic. A recent article about homelessness and transit notes, “There is no debate that visible homelessness on transit systems is a problem. For transit agencies themselves, there is a connection between visible homelessness, riders feeling unsafe, and a drop in ridership, even if the connection between homelessness and crime is statistically unproven.”

Metro conducted a comprehensive feasibility study of an in-house Public Safety Department to address various concerns and complaints regarding the current service. The study focused on six key areas of concern with contract multi-agency law enforcement:

1. Engaged Visibility: Ensure sufficient visibility and presence of law enforcement on the system.
2. Alignment with Metro’s Safety Mission and Values: Ensure that our public safety employees are working in alignment with our Agency values.
3. Response times: Ensure that the needs of all riders and employees are met promptly and efficiently.
4. Dedicated staffing: Provide greater stability and continuity in law enforcement services. It fosters a stronger sense of ownership regarding safety on the transit system.
5. Transparency: Foster accountability, real-time data, and effective collaboration and communication.
6. Cost of services: Understand the financial implications of the existing multi-agency law enforcement contract services and the ability of that service to meet the rider needs effectively.

Strengths of an In-House Public Safety Department

Engaged Visibility

The OIG audits over the past several years illustrate the persistent challenges with contract police services, including an inability to provide information on the following deployment metrics: number of train and bus boardings, how much time is spent riding trains and buses, and how much time is spent at train stations. The report also found that deployment practices “provide little visible security presence on the Metro Bus System.”

These issues are more readily addressed with an in-house Transit Public Safety Department, which can adopt a policing style that emphasizes service and allows the transit agency to manage deployment locations and times directly. Transit policing is different from local policing, with the former emphasizing “engaged visibility” and the latter emphasizing response to calls for service. Commonly, an emphasis on “engaged visibility” leads to the provision of service, while an emphasis on responding to calls for service leads to law enforcement.

The primary objective of a transit Public Safety Department is engaged visibility. By having a

dedicated Public Safety Department, Metro can better manage the officer's role to be visible on the system and proactively engage and build relationships with the riding community, while still being able to respond to calls for service as needed.

The purpose of engaged visibility is to foster trust, promote positive police relationships with Metro riders, and enhance the effectiveness of law enforcement efforts. By being present and involved on the system, officers can gain a better understanding of the rider's concerns, build rapport, and establish open lines of communication. This can lead to improved collaboration, increased support, and more effective crime prevention and problem-solving initiatives.

Cultural Alignment

An agency's mission and values can serve as the foundation for its practices, such as training, performance, discipline, and hiring. Cultural alignment with an organization's mission and values is crucial for achieving success. The Feasibility Study highlighted that a key advantage of an in-house Public Safety Department would be cultural alignment with Metro's organizational mission and values. By having an in-house Public Safety Department, Metro would have the authority to set required training, performance expectations, and disciplinary processes, and shape the recruitment and selection process to ensure the hiring of employees aligned with Metro's mission and values. This would enable Metro to establish a solid foundation for our safety practices and ensure that our public safety employees are working in alignment with our values. The Metro mission and values recognize that policing is not the only way to keep people safe.

Transit public safety officers work in a unique environment that requires specialized skills and knowledge. In addition to the mandatory basic law enforcement training required by the California Commission on Peace Officer Standards and Training (POST), Metro transit officers would be required to take enhanced transit-specific training to include de-escalation, trauma-informed response, cultural diversity awareness, implicit bias, duty to intervene, crisis intervention, interpersonal communications, customer experience, and community engagement. The recently adopted Bias-Free Policing Policy and Public Safety Analytics Policy would also apply to the in-house Public Safety Department.

Fiscal Sustainability

One of the challenges faced by Metro today in providing contract police services is the rising cost of those services. Over the past 25 years, Metro has experienced significant cost increases for police services. Initially awarded at \$645,675,758, the multi-agency law enforcement services contract awarded to LBPD, LAPD, and LASD in 2017 has been modified seven times, increasing the total contract value to \$916,511,952 for the six-year contract period ending on June 30, 2023.

In FY96, the in-house Metro transit police department had a budget of \$44,255,343 employing 501 personnel, including 383 transit police officers, 63 security guards, and 55 civilian support personnel. Among the officers, 328 (65%) were budgeted for field deployment. In contrast, the FY23 budget of \$172,970,664, supports a total of 645 staff, 344 (53%) are budgeted for field deployment.

The multi-agency service contrasts sharply with the FY96 in-house Metro transit police budget showing a 290% increase in annual cost despite having a lower percentage of officers in the field compared to FY96. The service level becomes even more apparent when considering the

substantial growth of the Metro system. In 1996, Metro operated three rail lines and nearly 200 bus lines, whereas, in 2023, we operate seven rail lines and 121 bus lines.

The recent procurement yielded significantly higher bids valued at \$1,482,242,081 for a 5-year period (FY24 - FY29) in contrast to the Independent Cost Estimate of \$829,492,481. The significantly higher bids are in part due to coverage needed for the continued expansion of the Metro service area (i.e. new rail lines) and the cost structure where all LAPD costs are charged at an overtime rate rather than a straight time rate. Though we see a 62% increase in cost from the current contract value we only see a 30.9% growth in personnel available for deployment and a 28.1% increase in Admin Support/Mgmt that includes specialized units. The below table depicts the overall increase per agency during the recent procurement:

Agency	Current Contract Original Amount Awarded (5 yrs)	Current Contract Modifications (6 yrs)	Variance	% Change
LAPD	\$ 369,330,499.00	\$ 511,991,742.36	\$ 142,661,243.36	38.6%
LASD	\$ 246,270,631.00	\$ 360,438,587.00	\$ 114,167,956.00	46.4%
LBPD	\$ 30,074,628.00	\$ 44,081,623.00	\$ 14,006,995.00	46.6%
Totals:	\$ 645,675,758.00	\$ 916,511,952.36	\$ 270,836,194.36	41.9%

One of the advantages of an in-house Public Safety Department is that it provides greater control over costs while still providing high-quality police services that meet the needs of all Metro customers and employees.

Agency	Current Contract Awarded (6 yrs)	RFP Proposal (5 yrs.)	Variance	% Change
LBPD	\$ 44,081,623.00	\$ 60,297,042.00	\$ 16,215,419.00	37%
LAPD	\$ 511,991,742.36	\$ 830,352,190.00	\$ 318,360,447.64	62%
LASD	\$ 360,438,587.00	\$ 536,584,865.00	\$ 176,146,278.00	49%
BHPD	\$ -	\$ 55,007,983.00	\$ 55,007,983.00	N/A
Totals:	\$ 916,511,952.36	\$1,482,242,080.00	\$ 565,730,127.64	62%

The consolidation of law enforcement contract services into a single, in-house Public Safety Department presents significant opportunities for enhancing efficiency and reducing expenses. Currently, the multi-agency model results in unnecessary duplication of management and administrative efforts. Each of the three law enforcement agencies performs identical support functions. Metro is paying three times for what could be effectively managed within a single entity. In the current FY23 Budgeted Personnel, 47% of the 645 are admin support /mgmt. /sergeants / specialized units. The savings resulting from the elimination of duplicated services can then be reinvested into the system.

In addition, such a consolidation effort could improve the overall consistency of service delivery. Multiple agencies with their own unique culture, policies, and procedures create additional complexities in deployment which result in conflicting approaches to policing strategies throughout the system. This often leads to confusion, inconsistency, and inefficiency in service delivery. However, by consolidating under a single leadership structure, Metro can ensure more streamlined and unified directives. Through an in-house Public Safety Department, Metro can eliminate redundancy, streamline communication, and better allocate resource strategies.

Prior industry studies and assessments reflect that the cost of an in-house transit police department in the U.S. is typically 20-40% less than contract police services. To test this expectation of decreased costs with a new in-house Metro Public Safety Department, a budget was developed. The salaries for the myriad positions, with their fully burdened rates, were identified, along with the costs for training, equipment, and retirement benefits. In addition, costs for liability, insurance, and workers' compensation were estimated by Metro Risk Management.

Typically, space, vehicles, and equipment are among the costliest acquisitions for a new Public Safety Department. Currently, Metro provides space, vehicles, and equipment for the contract law enforcement agencies which can be used for the new in-house Public Safety Department, resulting in minimal start-up costs. Even at a time in which the Metro rail system is expanding to include the Regional Connector, Purple Line extension, and Airport Connector, the cost of policing services would not necessarily increase with an in-house Public Safety Department.

Response Time

Response time to calls for service is dependent on having police officers geographically disbursed throughout the Metro system so they are able to respond rapidly to emergency calls for service. Emergency calls can involve crimes in-progress and incidents that put riders and employees in imminent danger. These incidents are critical, where minutes, and even seconds, can have a major impact on the outcome of the incident. Rapid response to emergency calls for service can decrease injuries suffered by the victim, increase the probability of arrest of the suspect at the scene of the offense, decrease property loss and destruction, and de-escalate the situation due to officer presence.

Presently, radio communications between contracted law enforcement and Metro are not interoperable. This presents a vulnerability issue related to officer, customer and employee safety. In short, an MTS officer cannot utilize his or her issued handheld radio to immediately communicate with any of the law enforcement entities and vice versa. Effective, reliable, and interoperable radio communications are the most important factor in ensuring rapid response to life-threatening public safety events.

The annual OIG audits have consistently identified concerns regarding the deployment of police personnel on the Metro system. When police resources are not adequately deployed, response times increase. With an in-house Public Safety Department, Metro will have control over the deployment of its police resources, remove conflicts with radio communication, and may be able to improve response times.

Dedicated Staffing

Additionally, an internal department fosters a stronger sense of ownership regarding safety and security on our transit system. Dedicated staff stationed at assigned locations, terminals, and aboard trains and buses can engage with riders and employees consistently.

In contrast, currently, all 138 LAPD patrol officers are selected through a random, blind lottery system

to work in an overtime capacity. Consequently, some officers may work overtime shifts only on a monthly or annual basis, depending on their preferences, which means they do not have the opportunity to learn the nuances of policing on a transit system.

An average of 115 LASD patrol deputies assigned to its Transit Services Bureau are deployed daily. Since these deputies are dedicated to the Metro system, personnel leave is covered through reassignment or overtime which ensures full staffing on each shift. LBPD assigns a total of 10 patrol officers per day on the system. They offer a hybrid approach with some of these officers being permanently assigned to the Metro system and the remaining officers supplementing coverage on an overtime basis. In addition, specialized services such as K-9 (as-needed) and motorcycle patrol are provided by LBPD on an overtime basis.

A key strength of an in-house Public Safety Department is that it can provide more control and customization over the services provided, Metro can tailor the Public Safety Department to its specific needs and priorities. Having an in-house Public Safety Department may create a stronger sense of community and accountability, as the officers are directly employed and are accountable to Metro and the riders they serve.

Transparency

Moreover, an in-house Public Safety Department enhances transparency and accountability allowing for immediate access to real-time crime data that can be consistently reported. Real-time data empowers Metro to identify patterns and trends in criminal activity, enabling the adjustment of strategies and tactics proactively to prevent future incidents.

Metro would also be able to hold officers accountable for performing in accordance with Metro policies and have the authority to conduct disciplinary action, such as removing officers from working the system, if necessary. With an in-house Public Safety Department, a citizen's oversight committee could be established to provide an independent avenue for complaints, consistent with the Metro Public Safety Mission and Values. An oversight committee would serve as a valuable mechanism for promoting accountability, transparency and trust between a Public Safety Department and the community it serves. By involving citizens in the oversight process, the committee would contribute to the ongoing efforts to improve policing practices and enhance community engagement.

Of the six largest transit agencies with an in-house police department, three (NYCT, WMATA and BART) have civilian oversight committees. NYCT through NYPD has had a long-standing committee, established in 1953, followed by BART in 2011, and WMATA in 2021. Twenty-first-century policing best practices indicate this is an important component for an in-house Public Safety Department to ensure that the agency can maintain the highest standards of safety and security for customers and employees.

In-House Public Safety Department Model

The study aimed to evaluate the feasibility of creating a transit Public Safety Department within Metro, addressing the pivotal question: *Can Metro establish a transit police department that will result in enhanced police services to Metro riders and employees at a reduced cost?*

By assuming direct management and control over the law enforcement service, Metro gains the

ability to allocate resources, optimize staffing levels, and significantly reduce unnecessary expenses associated with contracted services. This in-house approach ensures a nimble and more efficient utilization of resources. In short, the study found that through the implementation of an in-house Public Safety Department, Metro could see enhanced services along with substantial cost savings compared to reliance on multi-agency law enforcement contract services.

Currently, the contract police officers are almost exclusively deployed as two officer/deputy units with the exception of LASD who has the ability to deploy a one officer unit. Two officer units should be strategically deployed based on conditions and initiatives, but overall, they should be minimally utilized.

To illustrate an in-house Public Safety Department a personnel structure was developed to demonstrate an efficient and comprehensive Public Safety Department. Under the in-house model, the focus is on increased visibility, and as a result, the assumption of patrol deployment would be primarily one officer units. The primary one officer unit approach is typical in a transit policing environment and consistent with most LA County police agencies. Accordingly, under the in-house public safety model this number is 381 patrol officers/sergeants/specialized units. By reallocating the use of two officer units, the in-house Public Safety Department model will be able to right size the overall number of police personnel, as well as increase system coverage in comparison to current contract deployment practices.

The in-house Public Safety Department model also significantly streamlines the number of administrative/support personnel from 149 under the current contract services model to 72. Therefore, the administrative overhead to operate an in-house Public Safety Department is more cost-effective without compromising safety. In addition, Metro currently owns and provides the contract law enforcement agencies with facilities, vehicles, and equipment which significantly reduces any start-up costs associated with an in-house Public Safety Department.

As shown in the table below, an in-house Public Safety Department could require a total of 464 (381 patrol officers/sergeants/specialized units) personnel dedicated to the provision of police services. This includes 290 patrol officers and 32 patrol sergeants, 52 specialized assignment police officers (e.g., K-9, problem response, and community policing) and 7 sergeants for specialized units, 9 detectives and 2 detective sergeants, and 72 administrative/support staff. Of the 72 administrative and support personnel, 26 are command staff and other police personnel and 46 are non-sworn support personnel.

Number Of In-House Public Safety Department Personnel

Personnel Category	Number of Budgeted Personnel
Patrol Officers	290
Specialized Unit Officers	52
Patrol/Specialized Unit Sergeants	39
Administrative/Support Staff	83
<i>Police Detective</i>	9
<i>Police Officer – Specialized Assignment (e.g., training, recruitment, & backgrounds)</i>	8
<i>Police Sergeant</i>	3
<i>Police Lieutenant</i>	10
<i>Police Captain</i>	4
<i>Police Assistant Chief</i>	2
<i>Police Chief</i>	1
<i>Crime & Intelligence Analyst</i>	8
<i>Management Analyst</i>	12
<i>Administrative Assistant</i>	9
<i>Administrative Clerk</i>	17
Total	464

As illustrated in the below table, it is estimated the total annual budget for a Metro Public Safety Department will be \$135.4 million if Metro were to implement one today. The estimated budget for an in-house public safety department is 21.7% less than the \$172.9 million that Metro has budgeted for policing contracts in FY23. Therefore, cost savings from a Metro Public Safety Department in comparison to contract police services are expected.

The in-house Public Safety Department model presented in the below table maintains the FY23 personnel levels and budgets for the other five components of the Metro public safety ecosystem. It only changes the personnel levels and budget for police services.

Public Safety Ecosystem Component	FY23 Staffing and Budget Model		In-House Public Safety Department Model	
	Number of Personnel	Annual Budget (millions)	Number of Personnel	Annual Budget (millions)
Police	645	\$172.9	464	\$135.4
<i>Patrol Officers</i>	344		290	
<i>Specialized Unit Officers</i>	82		52	
<i>Patrol/Specialized Unit Sergeants</i>	70		39	
<i>Administrative/Support Staff</i>	149		83	
Metro Transit Security	290	\$40.2	290	\$40.2
Contract Security	322	\$24.5	322	\$24.5
Transit Ambassador Program	437	\$33.0	437	\$33.0
Homeless Outreach	85	\$15.3	85	\$15.3
Mental Health Crisis Outreach	30	\$10.0	30	\$10.0
Total	1,809	\$295.9	1,628	\$258.4

By adopting an in-house Public Safety Department model, Metro can leverage the potential minimum of \$37.5 million in annual savings to enhance the current public safety ecosystem. This approach will not only create a stronger and more efficient safety framework but also allows Metro to reallocate its resources in a proactive and cost-effective manner that aligns with agency safety mission and values. This will ultimately lead to a safer and more secure transit experience for riders and employees.

The availability of these savings opens up avenues for enhancing safety and security measures in various ways: Community Safety & Well Being, Risk Intervention, and Prevention & Support. For instance, allocating additional resources towards homeless outreach programs could further help address the complex challenges faced by Metro to provide a care response to social issues specifically related to individuals experiencing homelessness, untreated mental health, and addiction issues within the transit system (Prevention and Support). Metro's homeless services program is a key component of the multi-layered public safety model (Attachment B). The expansion of outreach services would be a critical component of standing up an in-house Public Safety Department. By strategically reallocating resources, Metro can not only strengthen its safety priorities but also create a safer and more secure transit experience for all.

Weaknesses of Establishing an In-House Public Safety Department

Increased Insurance

The Feasibility Study also analyzed the potential disadvantages of an in-house Public Safety Department and identified the financial risk associated with increased insurance and lawsuits against the police as a significant concern. The most common lawsuits regarding the interaction between a police officer and an individual involve the use of force and the operation of motor vehicles. Since transit policing differs from municipal and county policing, the threat of liability is reduced. This is primarily due to the clearly defined area of responsibility associated with transit policing, which minimizes exposure to the types of incidents that lead to lawsuits against the police.

The use of force is the most common basis for a lawsuit, and it is most often utilized by the police during arrests. Transit police departments make far fewer arrests than municipal and county agencies, thus limiting liability exposure. Regarding Metro, there were about 2,800 arrests in 2022, as compared to 255,253,370 riders for the same year. In addition, transit police officers are commonly assigned to foot patrol instead of vehicles, which reduces potential liability for traffic-related claims. Because of these two factors, transit policing carries substantially less liability risk than municipal policing. Of note, over the last six years of the law enforcement contracts, LAPD has had three officer involved shootings and no transit-related lawsuits, LASD has had two officer involved shootings and no transit-related lawsuits, and LBPD has had zero officer involved shootings and one transit-related lawsuit. Over the last decade, Metro's Transit Security Officers have not discharged their weapons and no transit-related lawsuits.

Critical Staffing Shortages

A key challenge for police agencies, in general, is staffing. Many large police departments throughout the U.S. are having trouble attracting, hiring, and retaining police officers. To be competitive in the labor market, a Metro Public Safety Department would require a multifaceted approach that takes into account the unique needs and expectations of the labor market.

Of note, lateral transfers are not expected due to pension compatibility issues. To be competitive in the labor market, Metro would need to develop proactive recruitment strategies that would attract a diverse pool of qualified candidates. This could involve targeted advertising and outreach efforts to reach potential candidates who prioritize social impact and a service-oriented environment. By implementing these strategies and offering favorable compensation, Metro could attract and retain a qualified and motivated workforce that is committed to serving our transit riders.

The establishment of a large, fully staffed Public Safety Department typically takes 3-5 years. A full implementation plan would be needed to finalize a timeline.

Legal Authorization to Establish a Metro Public Safety Department

The enabling legislation for Metro to have its own Public Safety Department exists in the State of California Public Utilities Code Section 30504. However, the enabling legislation uses the term "district", referring to the Southern California Rapid Transit District, which is a predecessor agency of Metro. The legislation should be changed to reflect the agency's current name and mirror the enabling legislation for the Bay Area Rapid Transit (BART) Police Department, which, unlike the current language that applies to Metro, does not include specific position requirements for the Chief of Police, and established outdated requirements related to police officer certifications.

Establish and maintain in-house Specialized Units

In any law enforcement agency, specialized units serve crucial roles. They bring a level of expertise and dedicated focus that's typically beyond the scope of regular police duties. However, establishing and maintaining these specialized units within Metro could present challenges. Each of these units requires officers with specific training, skills, and competencies as well as experienced leadership and management for each of these units. This means Metro will need to invest in extensive, ongoing training and new hiring to fill these roles adequately. It can take time to fully operationalize these specialized units, during which Metro may have to rely on external support. In addition to personnel training, each of these units requires unique resources, and specialized equipment. Procuring, maintaining, and updating such equipment can add budget costs.

One mitigating strategy could be to build strategic partnerships with other law enforcement agencies to share resources and expertise. It could also use contracted services for certain specialized areas where it might be more cost-effective and efficient.

Obtaining and Maintaining CA POST Certification

Peace Officer Standards and Training (POST) Certification is a requirement for law enforcement officers. It ensures that officers meet minimum competency standards and are equipped with the necessary skills to carry out their duties. The need to obtain and maintain this certification for all its officers can be a challenging and resource-intensive process. To mitigate this weakness, there are several strategies Metro could consider to include seeking out such opportunities to offset the costs associated with POST certification and partnering with local universities or training institutions that might be willing to provide reduced-cost training in exchange for a long-term partnership. Metro could develop an ongoing training plan to ensure POST certification attainment to ensure Metro stays compliant with POST requirements.

Increased Risk Management and Workers Compensation Exposure

Metro will need to consider the increased risk management and workers' compensation exposure in policing arising from the inherent risks associated with workplace injuries and illnesses faced by police officers in the line of duty.

Metro can effectively manage risk, reduce workplace injuries, and enhance the overall safety and well-being of its police officers. Prioritizing comprehensive risk management, investing in training and protective equipment, and addressing mental health concerns will ultimately contribute to a safer work environment.

Opportunities

The establishment of an in-house police department presents significant opportunities for Metro. One of the key advantages is the ability to provide customized service tailored to the unique safety needs of the transit community. With an in-house Public Safety Department, Metro can provide a service that aligns with Metro's Safety Mission and value statements, ensuring a more effective approach to public safety on our system.

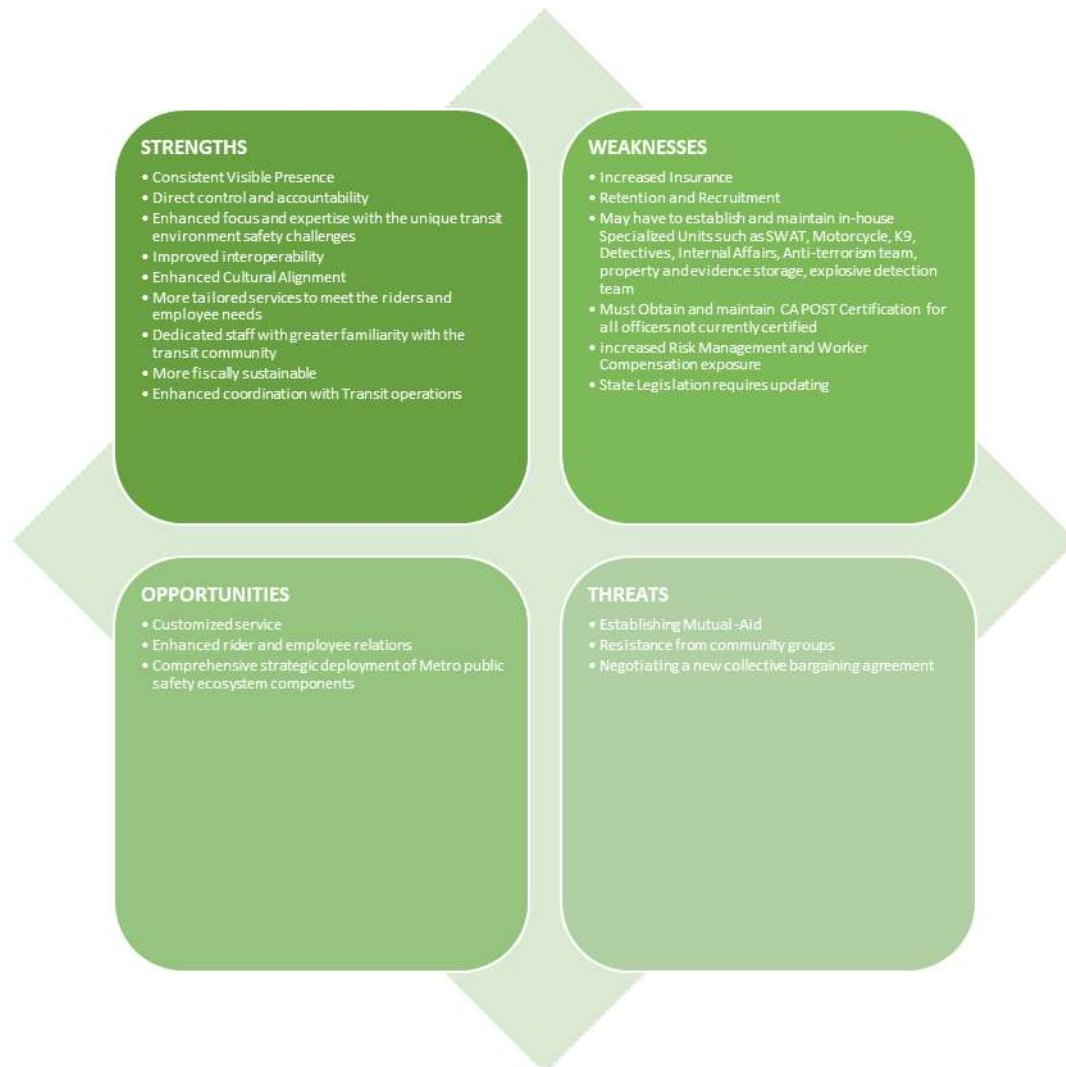
Having an in-house Public Safety Department opens doors to enhanced customer relations. By building direct relationships and fostering trust with riders and front line employees, through engaged visibility, Metro can create a stronger bond with the public and safeguard Metro employees. This can lead to improved communication, collaboration, and cooperation, ultimately resulting in a safer transit

environment for everyone.

In addition, the establishment of an in-house Public Safety Department allows for a comprehensive strategic deployment of the various resources outlined in Metro's public safety ecosystem. By leveraging existing resources and integrating various elements such as Transit Ambassadors, Homeless Outreach, and Contract Security, Metro can create a holistic approach to public safety. This strategic deployment ensures a more efficient and coordinated response to safety incidents on the system. In short, we can deploy the right response to the specific safety incident.

Threats

There is a risk of encountering resistance from community groups who oppose the establishment of another police department. Addressing these concerns and building trust with riders will be crucial in navigating this challenge. The establishment of mutual aid may face resistance from local law enforcement agencies that currently provide paid services. Also, the process of negotiating new collective bargaining agreements (CBAs) presents its own set of complexities. Overall, these threats highlight the potential challenges when considering the establishment of an in-house Public Safety Department. Identifying these obstacles now allows for proactive planning and strategies to mitigate the threats and ensure a smooth implementation process.



See Attachment A for the full Feasibility Report.

DETERMINATION OF SAFETY IMPACT

Based on the findings of the Feasibility Study, transitioning to an in-house Public Safety Department could enhance safety.

EQUITY PLATFORM

Metro recognizes that relationships between law enforcement and people of color have been strained due to unjust actions such as racial profiling, and a disproportionate number of incidents, tickets and arrests being issued to people of color. An in-house Public Safety Department could potentially give

the agency the authority to implement safeguards, oversight and training of officers in a way that prioritizes the treatment of all riders with dignity and respect, in accordance with the Board approved Bias-Free Policing policy. Furthermore, an in-house Public Safety Department would allow for a transit policing style of engaged visibility where officers are more visible across the system, thus increasing the feeling of safety for riders and employees.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. Metro will continue to utilize a multi-layered safety model to achieve this goal.

NEXT STEPS

If there is interest by the Board to advance the concept of an in-house Public Safety Department, the next step is to complete a formal implementation plan which would outline a phased approach for establishing the department and a transition plan with milestones. This could include:

- Developing an operating framework for the new Public Safety Department.
 - Create a strategic plan outlining the department's goals and objectives.
 - Establish the organizational structure, including departmental divisions and reporting relationships.
- Conducting market analysis to determine appropriate job descriptions and pay ranges for police officer positions.
- Assess community support through engagement and meetings with transit riders and stakeholders.
- Establishing interagency agreements for mutual aid and cooperation with neighboring law enforcement agencies to facilitate collaboration and support in emergency situations.

ATTACHMENTS

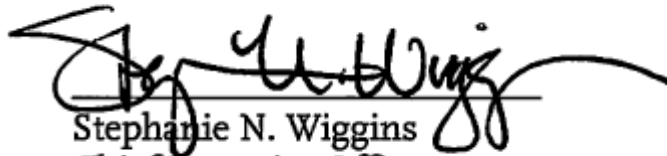
Attachment A - Feasibility Study

Attachment B - Homeless Outreach Summary

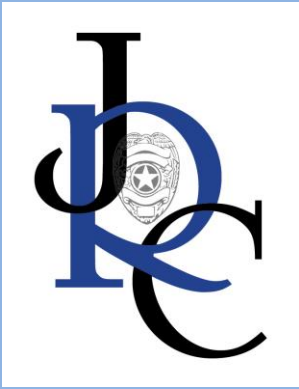
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**LACMTA
In-House Public
Safety Department
Feasibility Study**

Final Report

June 2023

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INTRODUCTION

Between 1989 and 1997, the LACMTA (i.e., Metro) and its predecessor agencies conducted numerous studies to establish an effective and efficient policing model. In 1996, the Metro Board opted to assimilate the existing MTA Transit Police Department (MTA PD) into the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD) and then contract with these agencies for transit policing services. In June 1997, the merger of 300 MTA PD officers was completed and the MTA PD was disbanded.

Currently, policing services are provided to Metro riders and employees through contracts with LAPD, LASD, and Long Beach Police Department (LBPD). In FY22, the actual Metro expenditures on policing contracts was \$154 million. The approved FY23 Metro budget for the policing contracts is \$172.9 million; a 12.3% increase from FY22 expenditures. These contracts were approved for five years with an optional one-year extension and are currently in their sixth and final year. In March 2023, the Metro Board authorized the negotiation and execution of contract modifications to extend the current contracts annually through June 30, 2026. In addition, the Board approved an assessment of the feasibility of establishing an in-house public safety department to support Metro's public safety mission and values statements.

Metro engaged Justice Research Consultants, LLC to prepare this feasibility study for developing a public safety department within Metro as a potential alternative to the existing multi-agency law enforcement services rendered by LAPD, LASD, and LBPD. The feasibility study identifies the law enforcement models of other large U.S. transit agencies and addresses the question of whether Metro can establish an in-house public safety department which will result in enhanced safety and security to Metro riders and employees at a reduced cost.

Metro's Layered Public Safety Ecosystem Components

As part of its reimagining public safety initiative, the safety of Metro riders and employees is viewed as part of an ecosystem of varied services that provide a comprehensive care-based approach to safety and security. In 2022, Metro established a comprehensive approach to ensuring public safety on the system by implementing a multi-layered safety program to address the different aspects of safety. Each layer in the public safety ecosystem adds value and enhances the overall security and safety of the Metro system. Instead of relying solely on a single strategy, a layered approach provides a more effective response to the safety issue by having the right response deployed to the safety concern. The six components of the ecosystem and their core responsibilities are noted below.

- 1) Contract Police** - The core responsibilities of contract police are visibility, deterrence, and crime response.

2) Metro Transit Security– The core responsibilities of Metro transit security are fare and code of conduct enforcement, revenue protection, bus and rail security, employee escorts, and facility patrol (including opening and closing rail stations).

3) Contract Security – The core responsibilities of contract security are providing safety and security services at Metro rail stations, bus divisions, maintenance facilities, terminals, and parking lots.

4) Transit Ambassador Program– The core responsibilities of the transit ambassador program are customer information, security awareness, and visibility.

5) Homeless Outreach – The core responsibilities of homeless outreach are engagement with unhoused riders on the Metro system and connection to social and behavioral services.

6) Mental Health Crisis Outreach – The core responsibility of mental health crisis outreach is response to mental health crisis incidents.

TRANSIT POLICING MODELS

In this section, the FY23 staffing levels and costs for each of the Metro public safety ecosystem components is discussed as well as the police service models within large U.S. transit agencies.

FY23 Safety and Security Staffing Levels and Budgets

Table 1 illustrates the current number of budgeted personnel for each of the six public safety ecosystem components as well as their respective FY23 budget. This includes field personnel as well as supervisory, administrative, and support personnel. In addition, the number of personnel available for field and specialized unit deployment and the average number of personnel deployed in the field each day are provided.

The personnel and budget numbers were provided and validated by Metro personnel. They serve as the baseline in this report, since it is the current level of safety and security personnel provided for the Metro system.

The three contract agencies provide a total of 645 budgeted personnel to Metro. This includes 344 patrol officers/deputies, 82 officers/deputies assigned to specialized units, 70 patrol and specialized unit sergeants, and 149 administrative and support personnel, including detectives. Of the 344 patrol officers, an average of 263 officers are patrolling the Metro system daily. The 82 officers assigned to specialized units include K-9, homeless and mental health crisis outreach, community policing, and problem response.

Table 1: FY23 Safety and Security Staffing Levels and Budgets

Public Safety Ecosystem Component	FY23 Authorized Staffing Levels and Budgets			
	Number of Budgeted Personnel	Personnel Pool for Field/Patrol Deployment	Avg. Deployed Daily on System	Annual Budget (millions)
Contract Police	645	344	263	\$172.9
<i>Patrol Officers</i>	<i>344</i>			
<i>Specialized Unit Officers</i>	<i>82</i>			
<i>Patrol/Specialized Unit Sergeants</i>	<i>70</i>			
<i>Administrative/Support Staff</i>	<i>149</i>			
Metro Transit Security*	290	138	133	\$40.2
Contract Security	322	251	241	\$24.5
Transit Ambassador Program**	437	424	265	\$33.0
Homeless Outreach***	85	85	85	\$15.3
Mental Health Crisis Outreach****	30	30	-	\$10.0
Total	1,809	1,272	987	\$295.9

*Includes 30 SSLE non-contract staff

**Includes 2 Metro FTEs, 15 vendor program administrators, 359 transit ambassadors, 28 community intervention specialists, and 33 street team personnel

***The 85 total budgeted personnel, including supervisors, are all deployed in the field

****Metro staff has been unable to get responses to the RFP to fill the mental health crisis outreach teams.

Table 2 provides the number of personnel provided by each contract police agency. Metro contracts with LAPD for 290 total personnel. Of these personnel, 138 are patrol officers, 39 are police officers assigned to specialized units (e.g., K-9 Unit and Special Problems Unit), 32 are patrol and specialized unit sergeants, and 81 are administrative and support personnel, including detectives. An average of 138 LAPD patrol officers are deployed daily on the Metro system. Since LAPD patrol officers work for Metro on an overtime basis, the average number of daily deployable patrol personnel is the same as the available patrol personnel pool in Table 2.

Metro contracts with LASD for 326 total personnel. Of these personnel, 188 are patrol deputies, 41 are deputies assigned to specialized units (e.g., K-9 Unit and Mental Evaluation Team Unit), 34 are patrol and specialized unit sergeants, and 63 are administrative and support personnel, including detectives. An average of 115 LASD patrol deputies are deployed daily on the Metro system. Since LASD provides full-time patrol deputies, a total of 188 personnel is available for patrol deployment to provide 7 day a week deployment and cover personnel leave.

Metro contracts with LBPD for 29 total personnel. Of these personnel, 18 are patrol officers, 2 are police officers assigned to a specialized unit (i.e., Quality of Life Unit), 4 are patrol sergeants, and 5 are administrative and support personnel, including a detective. An average of 10 LBPD patrol officers are deployed daily on the Metro system.

Overall, on average, there are 263 police officers patrolling the Metro system daily.

Table 2: FY23 Contract Police Agency Personnel by Category

Contract Police Agency	FY23 Authorized Staffing Levels and Budgets		
	Number of Budgeted Personnel	Personnel Pool for Patrol Deployment	Avg. Patrol Deployed Daily on System
LAPD*	290	138	138
<i>Patrol Officers</i>	138		
<i>Specialized Unit Officers</i>	39		
<i>Patrol/Specialized Unit Sergeants</i>	32		
<i>Administrative/Support Staff</i>	81		
LASD	326	188	115
<i>Patrol Officers</i>	188		
<i>Specialized Unit Officers</i>	41		
<i>Patrol/Specialized Unit Sergeants</i>	34		
<i>Administrative/Support Staff</i>	63		
LBPD	29	18	10
<i>Patrol Officers</i>	18		
<i>Specialized Unit Officers</i>	2		
<i>Patrol/Specialized Unit Sergeants</i>	4		
<i>Administrative/Support Staff</i>	5		
Total	645	344	263

*Since LAPD patrol officers/sergeants work for Metro on an overtime basis, the number of daily deployable LAPD patrol personnel is the same as available personnel pool.

Policing Models in Large Transit Agencies

It is common for large transit agencies to have their own police department. These specialized police departments are responsible for ensuring the safety and security of passengers, employees,

and the transit system itself. In-house transit police proactively address the specific challenges and dynamics of transit environments.

Having an in-house police department allows transit agencies to have greater control and accountability over the safety and security of their services. It enables a more direct and immediate response to incidents, as well as a deeper understanding of the specific safety concerns and needs of the transit system. Transit police departments can develop specialized strategies and partnerships to address issues such as fare evasion, disorderly conduct, and other offenses that are unique to public transportation.

As illustrated in Table 3, six of the 10 largest U.S. transit agencies have a transit police department. Of those that do not, the Chicago Transit Authority utilizes contract police services provided by the Chicago Police Department, the San Francisco Municipal Railway receives police services through the San Francisco Police Department, LACMTA contracts with three law enforcement agencies, and King County Metro Transit receives police services through a contract with the Sheriff's Office. The remaining transit agencies have a transit police department.

However, the Metropolitan Transit Authority (MTA) in New York utilizes a hybrid approach to police services by having a transit police department as well as contracting with a municipal police department. The 1,095 police officers within the MTA Police Department provide law enforcement services for Grand Central Terminal, Penn Station, and all MTA infrastructure (i.e., track, yards, shops, stations, and railroad crossings) of the Metro-North Railroad, the Long Island Rail Road, and the Staten Island Railway. Complementary, the police officers assigned to the New York City Police Department Transit Bureau provide law enforcement services for the MTA subway lines, trains, and stations within New York City.

Table 3: Police Departments within Ten Largest U.S. Transit Agencies

Transit Agency	Unlinked Passenger Trips* 2019 (Thousands)	Has Transit PD	Number of Personnel
1) Metropolitan Transit Authority – New York City (NYCT)	3,451,139	✓	1,095 sworn & 56 non-sworn
2) Chicago Transit Authority (CTA)	455,743		
3) Los Angeles County Metropolitan Transit Authority (LACMTA)	379,718		
4) Massachusetts Bay Transportation Authority (MBTA)	366,716	✓	264 sworn & 50 non-sworn
5) Washington Metropolitan Area Transit Authority (WMATA)	354,656	✓	468 sworn, 140 security guards & 101 non-sworn
6) Southeastern Pennsylvania Transportation Authority (SEPTA)	308,266	✓	260 sworn & 10 non-sworn
7) New Jersey Transit Corporation (NJ TRANSIT)	267,270	✓	250 sworn & 70 non-sworn
8) San Francisco Municipal Railway (Muni)	223,338		
9) King County Metro Transit (KCMT)	128,666		
10) San Francisco Bay Area Rapid Transit (BART)	128,217	✓	206 sworn & 90 non-sworn

*American Public Transportation Association (APTA) defines unlinked passenger trips as “The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.”

BENEFITS OF IN-HOUSE PUBLIC SAFETY DEPARTMENT

Six primary benefits of an in-house transit public safety department are discussed below: cultural alignment; engaged visibility; fiscal sustainability; dedicated staffing; accountability & transparency; and response time.

Cultural Alignment

An agency’s mission and values can serve as the foundation for its practices, such as training, performance, discipline, and hiring. Cultural alignment with an organization’s mission and values is crucial for achieving success. An in-house public safety department can align culturally with Metro’s organizational mission and values. By having an in-house public safety department, Metro would have the authority to set required trainings, performance expectations, and disciplinary processes, and shape the recruitment and selection process to ensure the hiring of employees aligned with Metro’s mission and values. This will enable Metro to establish a solid foundation

for safety practices and ensure that public safety employees are working in alignment with Metro values. The Metro mission and values recognize that policing is not the only way to keep people safe which is reflected in the six components of the Metro public safety ecosystem.

Transit public safety officers work in a unique environment that requires specialized skills and knowledge. In addition to the mandatory basic law enforcement training required by the California Commission on Peace Officer Standards and Training (POST), Metro transit officers would be required to take enhanced transit-specific training to include de-escalation, trauma-informed response, cultural diversity awareness, implicit bias, duty to intervene, crisis intervention, interpersonal communications, customer experience, and community engagement. The recently adopted Bias-Free Policing Policy and Public Safety Analytics Policy would also apply to the in-house public safety department.

Engaged Visibility

The OIG's audit reports over the past several years illustrate the persistent challenges with contract police services, including an inability to provide information on the following deployment metrics: number of train and bus boardings, how much time is spent riding trains and buses, and how much time is spent at train stations. The report also found that deployment practices "provide little visible security presence on the Metro Bus System." Many of the deployment challenges with contract police services are intractable, recurring year after year in the annual OIG audit reports, without remedy. These challenges have included poor police visibility on buses, trains, and at stations as well as inconsistent staffing at key critical infrastructure locations.

These issues are more readily addressed with an in-house public safety department, which can adopt a policing style that emphasizes service and allows the transit agency to manage deployment locations and times directly. Due to a greater degree of oversight, accountability, and control over police resources with an in-house public safety department, Metro can increase service provision to riders and employees. Transit policing is different from local policing, with the former emphasizing "engaged visibility" and the latter emphasizing response to calls for service. Commonly, an emphasis on "engaged visibility" leads to the provision of service, while an emphasis on responding to calls for service leads to law enforcement.

The primary objective of a transit public safety department is engaged visibility. By having a dedicated public safety department, Metro can better manage the officer's role to be visible on the system and proactively engage and build relationships with the riding community, while still being able to respond to calls for service as needed.

The purpose of engaged visibility is to foster trust, promote positive police-community relationships, and enhance the effectiveness of law enforcement efforts. By being present and

involved throughout the Metro system, officers can gain a better understanding of the concerns of riders and employees, build rapport, and establish open lines of communication. This can lead to improved collaboration, increased community support, and more effective crime prevention and problem-solving initiatives.

Fiscal Sustainability

One of the challenges faced by Metro today in providing contract police services is the rising cost of those services. Over the past several years, Metro has experienced significant cost increases for police services. Initially awarded for five years at \$645.6 million, the multi-agency law enforcement services contract awarded to LBPB, LAPD, and LASD in 2017 has been modified seven times, increasing the total contract value to \$916.5 for the six-year contract period ending on June 30, 2023.

The recent procurement yielded significantly higher bids valued at \$1.48 billion for a 5-year period (FY24 – FY29) in contrast to the Independent Cost Estimate of \$829.5 million. The significantly higher bids are partially due to coverage needed for the continued expansion of the Metro service area (i.e. new rail lines) and the cost structure where all LAPD costs are charged at an overtime rate rather than a straight time rate.

However, the cost for contract police services is escalating at an unsustainable rate. In comparison, Metro OMB estimates an average annual increase of about 5% with an in-house public safety department. This includes increases for wages, fringe benefits, insurance, workers' compensation, liability, non-labor costs, administrative and overhead allocation, and wages for on-board training.

One of the advantages of an in-house public safety department is that it provides greater control over costs while still providing high-quality police services that meet the needs of Metro customers and employees. The consolidation of law enforcement contract services into a single, in-house public safety department presents significant opportunities for enhancing efficiency and reducing expenses. Currently, Metro's multi-agency model results in unnecessary duplication of management and administrative efforts. Each of the three law enforcement agencies performs identical support functions. The savings resulting from the elimination of duplicated services can be reinvested into the system.

In addition, such a consolidation effort could improve the overall consistency of service delivery. Multiple agencies can result in conflicting approaches to policing strategies throughout the system. This can lead to confusion, inconsistency, and inefficiency in service delivery. However, by consolidating under a single leadership structure, Metro can ensure more streamlined and unified directives. Through an in-house public safety department, Metro can eliminate redundancy, streamline communication, and provide better resource allocation.

Prior industry studies and assessments reflect that the cost of an in-house transit public safety department in the U.S. is typically 20-40% less than contract police services. To test this expectation of decreased costs with a new in-house Metro public safety department, a budget was developed in a later section of this report. The salaries for the myriad positions, with their fully burdened rates, were identified, along with the costs for training, equipment, and retirement benefits. In addition, costs for liability, insurance, and workers' compensation were estimated by Metro Risk Management and an administrative and overhead allocation was estimated by Metro OMB.

Typically, space, vehicles, and equipment are among the costliest acquisitions for a new public safety department. Currently, Metro provides space, vehicles, and equipment for the contract law enforcement agencies which can be used for the new in-house public safety department, resulting in minimal start-up costs. Even at a time in which the Metro rail system is expanding to include the Regional Connector, Purple Line extension, and Airport Connector, the cost of policing services would not necessarily increase with an in-house public safety department.

Dedicated Staffing

Additionally, an internal department fosters a stronger sense of ownership regarding safety and security on the transit system. Dedicated staff stationed at assigned locations, terminals, and aboard trains and buses can engage with riders and employees consistently and will get to know Metro riders and employees.

In contrast, currently, all 138 LAPD daily patrol officers are selected through a random, blind lottery system to work in an overtime capacity. Consequently, some officers may work overtime shifts only on a monthly or annual basis, depending on their preferences, which means they do not have the opportunity to learn the nuances of policing on a transit system or get to know riders and employees.

An average of 115 LASD patrol deputies assigned to its Transit Services Bureau are deployed daily. Since these deputies are dedicated to the Metro system, personnel leave is covered through relief patrol personnel or overtime which ensures full staffing on each shift. However, the OIG audit report stated: "The visible presence of LASD contracted law enforcement personnel on the Metro System is very limited." This is due to the deployment of LASD patrol deputies in vehicles, as opposed to foot patrol, because of the need to respond to calls for service. According to the OIG audit report, LASD patrol deputies are assigned to ride trains on only 12 of the 178 weekly shifts. The opportunity for LASD patrol deputies to engage with Metro riders and employees is minimal with its current deployment method.

An average of 10 LBPD patrol officers are assigned to Metro daily. LBPD offers a hybrid approach to Metro assignment with some of these officers being permanently assigned to work the Metro

system and the remaining officers supplementing coverage on an overtime basis. In addition, specialized services such as K-9 (as needed) and motorcycle patrol are provided by LBPD on an overtime basis.

A key strength of an in-house public safety department is that it can provide more control and customization over the services provided, Metro can tailor the public safety department to its specific needs and priorities. Having an in-house public safety department may create a stronger sense of community and accountability, as the officers are directly employed and are accountable to Metro and the riders they serve.

Accountability & Transparency

Moreover, an in-house public safety department enhances transparency and accountability allowing for immediate access to real-time crime data that can be consistently reported. Real-time data empowers Metro to identify patterns and trends in criminal activity, enabling the adjustment of strategies and tactics proactively to prevent future incidents.

Metro could also consider establishing a citizen's oversight committee to provide an independent avenue for complaints, consistent with the public safety mission and values. Metro would also be able to hold officers accountable for performing in accordance with Metro policies and have the authority to conduct disciplinary action, such as removing officers from working the system, if necessary. An oversight committee would serve as a valuable mechanism for promoting accountability, transparency and trust between a public safety department and the community it serves. By involving citizens in the oversight process, the committee would contribute to the ongoing efforts to improve policing practices and enhance community engagement.

Response Time

Response time to calls for service is dependent on having police officers geographically disbursed throughout the Metro system so they are able to respond rapidly to emergency calls for service. Emergency calls can involve crimes in-progress and incidents that put riders and employees in imminent danger. These incidents are critical, where minutes, and even seconds, can have a major impact on the outcome of the incident. Rapid response to emergency calls for service can decrease injuries suffered by the victim, increase the probability of arrest of the suspect at the scene of the offense, decrease property loss and destruction, and de-escalate the situation due to officer presence.

The annual OIG audit reports have consistently identified concerns regarding the deployment of police personnel on the Metro system. When police resources are not adequately deployed,

response times increase. With an in-house public safety department, Metro will have control over the deployment of its police resources and may be able to improve response times.

PUBLIC SAFETY SERVICE DELIVERY MODELS

In this section, the in-house public safety department model is presented as well as an enhanced safety and security model which reinvests costs savings for moving away from contract law enforcement into other Metro public safety ecosystem components.

In-House Public Safety Department Model

This study aimed to assess the feasibility of creating a public safety department within Metro, addressing the pivotal question: *Can Metro establish an in-house public safety department that will result in enhanced police services to Metro riders and employees at a reduced cost?*

By assuming direct management and control over law enforcement service, Metro gains the ability to allocate resources, optimize staffing levels, and significantly reduce unnecessary expenses associated with contracted services. This in-house approach ensures a leaner and more efficient utilization of resources. In short, this study found that through the implementation of an in-house public safety department, Metro could see substantial cost savings compared to reliance on contract services.

To effectively illustrate a consolidated in-house public safety department, a detailed personnel structure was developed to demonstrate an efficient and comprehensive public safety department. As illustrated in Table 4, an in-house public safety department could require 464 personnel dedicated to the provision of police services. This includes 290 patrol officers, 52 specialized unit officers (e.g., K-9, problem response, and community policing), 39 patrol and specialized unit sergeants, and 83 administrative/support staff, including detectives. Of the 83 administrative and support personnel, 17 are command staff personnel, 3 are sergeants, 9 are detectives, 8 are specialized assignment officers, and 46 are non-sworn support personnel.

Under the current contract law enforcement system, 426 officers are assigned to patrol or specialized units. Under the in-house public safety department model, this number has been reduced to 342 as illustrated in Table 4. The reduction is due largely to the expected minimal deployment of two officer units under the in-house model. Currently, the contract police officers are almost exclusively deployed as two officer/deputy units. Two officer units should be strategically deployed based on conditions and initiatives, but overall, they should be minimally utilized. By reducing the use of two officer units, the in-house public safety department model will not only be able to reduce the overall number of police personnel but increase system coverage in comparison to current contract deployment practices.

The in-house public safety department model also significantly reduces the number of administrative/support personnel from 149 under the current contract services model to 83 (see Table 4). Therefore, the administrative overhead to operate an in-house public safety department is less costly. In addition, Metro currently provides the contract law enforcement agencies with facilities, vehicles, and equipment which can be used by the in-house public safety department, significantly reducing start-up costs.

Table 4: Number of In-House Public Safety Department Personnel

Personnel Category	Number of Budgeted Personnel
Patrol Officers	290
Specialized Unit Officers	52
Patrol/Specialized Unit Sergeants	39
Administrative/Support Staff	83
<i>Police Detective</i>	9
<i>Police Officer – Specialized Assignment (e.g., training, recruitment, & backgrounds)</i>	8
<i>Police Sergeant</i>	3
<i>Police Lieutenant</i>	10
<i>Police Captain</i>	4
<i>Police Assistant Chief</i>	2
<i>Police Chief</i>	1
<i>Crime & Intelligence Analyst</i>	8
<i>Management Analyst</i>	12
<i>Administrative Assistant</i>	9
<i>Administrative Clerk</i>	17
Total	464

To test the expectation of decreased costs with an in-house public safety department, an estimated budget was developed based on the personnel categories depicted in Table 4. Salaries, burdened rates, training and equipment costs, and retirement benefits were budgeted at \$100.8 million. Metro Risk Management estimated the annual costs for insurance (\$20 million), workers' compensation (\$3.1 million), and general liability (\$2.9 million) for operating a public safety department. The general liability costs align with the same for BART PD. Over the past 6 years, BART PD has averaged \$2 million per year for third party liability claims and lawsuits filed against the District for police actions. In addition, Metro OMB estimated costs for administrative overhead allocation (\$6.3 million) and on-board training wages (\$2.3 million).

As illustrated in Table 5, it is estimated the total annual budget for a Metro public safety department will be \$135.4 million if Metro were to implement one today. The estimated budget for an in-house public safety department is 21.7% less than the \$172.9 million that Metro has budgeted for policing contracts in FY23. Therefore, cost savings from a Metro public safety department in comparison to contract police services are expected.

The in-house public safety department model presented in Table 5 maintains the FY23 personnel levels and budgets for the other five components of the Metro public safety ecosystem. It only changes the personnel levels and budget for police services. As indicated, the costs decrease \$37.5 million per year.

Table 5: In-House Public Safety Department Model – Personnel and Budgets

Public Safety Ecosystem Component	FY23 Staffing and Budget Model		In-House Public Safety Department Model	
	Number of Personnel	Annual Budget (millions)	Number of Personnel	Annual Budget (millions)
Police	645	\$172.9	464	\$135.4
<i>Patrol Officers</i>	344		290	
<i>Specialized Unit Officers</i>	82		52	
<i>Patrol/Specialized Unit Sergeants</i>	70		39	
<i>Administrative/Support Staff</i>	149		83	
Metro Transit Security	290	\$40.2	290	\$40.2
Contract Security	322	\$24.5	322	\$24.5
Transit Ambassador Program	437	\$33.0	437	\$33.0
Homeless Outreach	85	\$15.3	85	\$15.3
Mental Health Crisis Outreach	30	\$10.0	30	\$10.0
Total	1,809	\$295.9	1,628	\$258.4

Enhanced Safety and Security Model

Metro riders and employees are concerned about their safety. The need for safety is a fundamental human need, but it is recognized that safety has differential meanings for individuals. In the survey discussed in the Metro Customer Experience Plan 2022, participants expressed concern about their safety at bus stops and train stations as well as on buses and trains, especially at night. Overall, out of the 40 service factors rated by Metro riders, all but one of the bottom ranked issues involve safety. The bottom ranked issues are below.

- Presence of security staff on *buses* and *trains*
- Enforcement of Metro rules on *trains*
- Personal security on Metro *trains* and *buses* at night
- Personal security at Metro *train stations* and *bus stops* at night
- How well Metro addresses homelessness on *buses* and *trains*
- Shade at bus stops

Safety related findings from a survey completed in summer 2021, which included both customers and employees, found that women and nonbinary individuals tend to feel less safe than men on the Metro system. This was further illustrated in Metro's *Understanding How Women Travel* report (2019) which stated:

Women feel unsafe on public transit, and it is impacting how often they ride, when they ride, and if they ride at all. Among women, safety on transit is a top concern voiced across every mode of data collection, and their concerns center around harassment and personal security, as well as physical safety and design of vehicles, stations, and stops. ***These concerns collectively obstruct women's freedom of movement*** [emphasis added].

The results of the customer experience survey illustrated that most riders support both additional armed and unarmed security personnel throughout the Metro system. Over 60% of the riders surveyed want additional armed security officers, and this result is consistent across all racial/ethnic groups. In addition, over 70% of the riders surveyed want additional unarmed security officers. Furthermore, of the Metro employees surveyed, ***39% reported feeling safe rarely or never.***

By adopting an in-house public safety department model, Metro can leverage the potential \$37.5 million in savings to enhance the current public safety ecosystem. This approach will not only create a stronger and more efficient safety framework but also allows Metro to reallocate its resources in a proactive and cost-effective manner that aligns with agency safety priorities. This will ultimately lead to a safer and more secure transit experience for riders and employees.

The availability of these savings opens avenues for enhancing safety and security measures in various ways. For instance, investing a portion of the savings into hiring additional Metro transit security and contract security would enhance Metro's efforts to maintain a safe and secure environment, protect people and property, and deter criminal activities. Furthermore, allocating additional resources towards homeless outreach programs could further help address the complex challenges faced by Metro to provide a care response to social issues specifically related to individuals experiencing homelessness, untreated mental health, and addiction issues within the

transit system. Additionally, the Metro ambassador program provides welcome customer service, helps customers feel safer aboard trains and buses and on platforms, helps de-escalate any potential situations, and serves as eyes and ears on the system that were previously not there. Providing additional resources for each of these components is discussed below.

Transit Security

Since the role of Metro transit security has evolved into a customer-facing role, additional personnel can be utilized which not only reflects the responsibility for fare and code of conduct enforcement but also the need to increase security and visibility throughout the Metro system. Transit security should adopt the primary objective of engaged visibility as discussed regarding transit policing. Transit security should positively interact with Metro riders and employees and provide a deterrent to crime and disorder. Strategic deployment throughout the Metro system including critical infrastructure locations as well as the bus and rail system is needed.

Metro could consider an increase in the number of Metro transit security personnel from the 290 positions that are currently budgeted, to 432. Of these 142 additional personnel, 128 include transit security officers that would be deployed on the Metro system including 38 additional officers for code of conduct compliance initiatives, 32 additional officers for bus riding teams, 30 additional officers for a visible security presence at Union Station, and 28 additional officers for rail riding teams. The remaining 14 additional personnel include 11 transit security sergeants, 2 lieutenants, and 1 captain. The estimated annual budget for enhanced staffing levels for Metro transit security would be \$60.9 million based on the FY23 budget.

Contract Security

Within the enhanced safety and security model, the number of contract security officers could increase from 322 to 394 to support rail system growth. Of the 72 additional contract security officers, 18 officers would be assigned to the Regional Connector, 42 officers would be assigned to the Purple Line extension, and 12 officers would be assigned to the Airport Connector. The estimated annual budget for enhanced contract security would be \$29.9 million based on the FY23 budget.

Transit Ambassador Program

Under the enhanced safety and security model, the number of ambassador program staff could increase from 437 to 501. The increase in staffing allows for broader deployment of staff riding trains and buses across the system. The 64 additional personnel allow for the deployment of 36 additional transit ambassadors on the bus and rail systems. It also provides 28 transit ambassadors for the deployment of “surge teams” to support special operations such as the Drug-Free Metro campaign, as well as support for unexpected service disruptions or planned sporting or

entertainment events, without disrupting coverage across the system. The increase could also help support service expansion. The estimated annual budget for enhanced transit ambassador program personnel would be \$37.8 million based on the FY23 budget.

Homeless Outreach/Crisis Response

Metro’s homeless services program is a key component of the multi-layered public safety model. The expansion of outreach services would be a critical component of standing up an in-house public safety department. With the enhanced safety and security model, Metro could increase the number of homeless outreach personnel from the current 85 personnel to 118. Homeless outreach personnel are deployed in multidisciplinary teams which consist of an outreach worker, a case manager, and several specialized personnel such as an addiction specialist, mental health worker, or medical personnel. The increase in homeless outreach personnel could improve Metro’s ability to compassionately engage with unhoused riders and connect them with social and behavioral services. The estimated annual budget for enhanced homeless outreach personnel would be \$21.2 million based on the FY23 budget.

As illustrated in Table 6, the current FY23 public safety staffing and budget model includes 1,809 personnel and a budget of \$295.9 million. The enhanced safety and security model which includes an in-house public safety department provides 1,939 personnel and a budget of \$295.2 million. By strategically reallocating resources, Metro can not only strengthen its safety priorities but also create a safer and more secure transit experience for all.

Table 6: Public Safety Service Delivery Models – Personnel and Budgets

Public Safety Ecosystem Component	FY23 Staffing and Budget Model		In-House Public Safety Department Model		Enhanced Safety and Security Model	
	Number of Personnel	Annual Budget (millions)	Number of Personnel	Annual Budget (millions)	Number of Personnel	Annual Budget (millions)
Police	645	\$172.9	464	\$135.4	464	\$135.4
Metro Transit Security	290	\$40.2	290	\$40.2	432	\$60.9
Contract Security	322	\$24.5	322	\$24.5	394	\$29.9
Transit Ambassador Program	437	\$33.0	437	\$33.0	501	\$37.8
Homeless Outreach	85	\$15.3	85	\$15.3	118	\$21.2
Mental Health Crisis Outreach	30	\$10.0	30	\$10.0	30	\$10.0
Total	1,809	\$295.9	1,628	\$258.4	1,939	\$295.2

PUBLIC SAFETY SERVICE DELIVERY SUMMARY

Table 6 compares the three staffing and budget models developed in this report.

The FY23 staffing and budget model includes the current number of *authorized/budgeted* personnel for each of the six public safety ecosystem components and the FY23 budget for each. Overall, there are 1,809 positions with an annual budget of \$295.9 million.

The in-house public safety department model reduces the number of police personnel by 181, from the FY23 staffing and budget model of 645 to 464 and maintains the current level of staffing and budget for each of the other five public safety ecosystem components. The total number of positions is 1,628 with an annual estimated budget of \$258.4 million. The estimated annual budget has been reduced by \$37.5 million in comparison to the FY23 current budget.

The enhanced safety and security model builds upon the in-house public safety department model by leveraging the potential \$37.5 million in savings to enhance the current public safety ecosystem. The total number of personnel has increased from 1,628 in the in-house public safety department model to 1,939 in the enhanced safety and security model. In sum, 311 personnel are added to the Metro public safety ecosystem including 142 transit security personnel, 72 contract security personnel, 64 transit ambassador program personnel, and 33 homeless outreach personnel. The estimated budget for the 1,939 personnel is \$295.2 million - \$700,000 less than the FY23 current budget of \$295.9.

CONCLUSION

This feasibility study report concludes with a discussion of the challenges with developing an in-house public safety department and Metro's legal authority to have its own police department.

In-House Public Safety Department Challenges

It is important to discuss the challenges Metro will face if it develops an in-house public safety department. The challenges include liability, personnel recruitment and retention, and establishing and maintaining in-house specialized units.

Liability

There are financial risks associated with lawsuits against the police. The most common lawsuits regarding the interaction between a police officer and an individual involve the use of force and the operation of motor vehicles. Since transit policing differs from municipal and county policing, the threat of liability is reduced. This is primarily due to the clearly defined area of responsibility

associated with transit policing, which minimizes exposure to the types of incidents that lead to lawsuits against the police.

The use of force is the most common basis for a lawsuit. Use of force most commonly occurs during arrests. Transit police departments make far fewer arrests than municipal and county agencies, thus limiting liability exposure. Regarding Metro, there were about 2,800 arrests in 2022, in comparison to over 255 million riders for the same year. In addition, transit police officers are commonly assigned to foot patrol instead of vehicles, which reduces potential liability for traffic related claims. Because of these two factors, transit policing carries less liability risk than municipal and county policing.

Of note, over the last six years of the law enforcement contracts, LAPD has had three officer involved shootings and no transit-related lawsuits, LASD has had two officer involved shootings and no transit-related lawsuits, and LBPB has had zero officer involved shootings and one transit-related lawsuit. Over the last decade, Metro's transit security officers have not discharged their weapons and no transit-related lawsuits.

Furthermore, Metro Risk Management estimates the annual costs for general liability for an in-house public safety department at \$2.9 million. For comparison, over the past 6 years, BART PD has averaged \$2 million per year for third party liability claims and lawsuits filed against the District for police actions.

Personnel Recruitment and Retention

It is recognized that each component of the Metro public safety ecosystem faces recruitment challenges including Metro contract providers such as contract security, homeless outreach, and mental health crisis outreach. Regarding police departments specifically, most large police departments throughout the U.S. are having difficulty attracting, hiring, and retaining police officers. To be competitive in the labor market, a Metro public safety department would require a multifaceted approach that considers the unique needs and expectations of the labor market.

Of note, lateral transfers are not expected due to pension compatibility issues. To be competitive in the labor market, Metro would need to develop proactive recruitment strategies that would attract a diverse pool of qualified candidates. This could involve targeted advertising and outreach efforts to reach potential candidates who prioritize social impact and a service-oriented environment. By implementing these strategies and offering favorable compensation, Metro could attract and retain a qualified and motivated workforce that is committed to serving riders and employees.

The development of a large fully staffed police department typically takes 3-5 years. This timeframe is feasible in the context of Metro's current policing contracts, which can be extended

for up to 3 years and can be modified at any time, in whole or in part, as Metro implements new public safety programs. Therefore, as Metro public safety officers are released from field training, a commensurate decrease in contract police services can occur, thus ensuring full police staffing on the Metro system as the transition to an in-house public safety department occurs.

Establishing and Maintaining In-House Specialized Units

In large law enforcement agencies, specialized units serve crucial roles. They bring a level of expertise and dedicated focus that's typically beyond the scope of regular police duties. However, establishing and maintaining these specialized units within Metro could present challenges. Each of these units requires officers with specific training, skills, and competencies as well as experienced leadership and management for each of these units. This means Metro will need to invest in extensive, ongoing training and new hiring to fill these roles adequately. It can take time to fully operationalize these specialized units, during which Metro may have to rely on external support. In addition to personnel training, each of these units requires unique resources and specialized equipment. Procuring, maintaining, and updating such equipment can add budget costs.

Legal Authorization to Establish a Metro Public Safety Department

The enabling legislation for Metro to have its own police department exists in the State of California Public Utilities Code Section 30504. However, the enabling legislation uses the term “district”, referring to the Southern California Rapid Transit District which is a predecessor agency of Metro. The legislation should be changed to reflect the agency’s current name and mirror the enabling legislation for the Bay Area Rapid Transit (BART) Police Department which, unlike the current language that applies to Metro, does not include specific position requirements for the Chief of Police and does not have outdated time requirements related to police officer certifications.

Appendix

Metro Board of Directors Question Responses

This appendix includes the questions raised by Metro Board members about the law enforcement feasibility study during the March 23, 2023 Board meeting. The responses are provided by Wanda Dunham Consulting.

Questions from Board Member Karen Bass

Overall question - How do transit agencies across the nation do in-house law enforcement?

1) When did those in-house law enforcement departments form and how long have they existed?

According to the American Public Transportation Association (APTA), numerous transit police departments were established more than 40 years ago. Below is a list of transit police departments, the year they were established, and the number of years they have been in existence.

• MBTA-Boston, MA	1968	55 years
• Port Authority Allegheny County-Pittsburgh, PA	1968	55 years
• MTA-Baltimore, MD	1971	52 years
• BART-Oakland, CA	1972	51 years
• WMATA-Washington, DC	1976	47 years
• MARTA-Atlanta, GA	1977	46 years
• Greater Cleveland, OH RTA	1977	46 years
• Houston Metro-Houston, TX	1979	44 years
• SEPTA-Philadelphia, PA	1981	42 years
• DART-Dallas, TX	1989	34 years
• UTA-St. Lake City, UT	2002	19 years
• VIA-San Antonio, TX	2003	20 years
• RTD-Denver, CO	2004	19 years
• METRO RTA-Akron, OH	2017	6 years
• CAPMETRO-Austin, TX	2021	2 years

2) How are other transit agencies handling the national increase in homelessness and substance abuse?

In 2022, Dallas Area Rapid Transit (DART) entered into an agreement with Downtown Dallas, Inc. to create a private-public partnership to address an increased homelessness issue in the downtown area.

Houston Metro launched a Homeless Action Team (HAT) in 2018 because they recognized a need to connect community members experiencing homelessness with several services. HAT officers have worked with the Metropolitan Council’s Housing and Redevelopment Authority to place more than 300 people in more permanent housing thanks to the HRA’s federally funded rental assistance program. Metro currently has six officers assigned to the HAT team.

In April 2021, as the vulnerable population increased on their system, SEPTA-Philadelphia launched its SCOPE program, a comprehensive and compassionate response to the challenges of the vulnerable population. SCOPE stands for: Safety, Cleaning, Ownership, and Partnership Engagement.

TRANSIT COOPERATIVE RESEARCH PROGRAM (TCRP) SYNTHESIS 121

Research Sponsored by the Federal Transit Administration in Cooperation with the Transit Development Corporation

Transit Agency Practices in Interacting with Who Are Homeless

Case examples provide additional details on challenges, solutions, partnerships, and lessons learned at six agencies:

- Fort Worth, Texas: Fort Worth Transportation Authority
- Madison, Wisconsin: Metro Transit
- Oakland, California: Bay Area Rapid Transit
- Philadelphia, Pennsylvania: Southeastern Pennsylvania Transportation Authority
- Phoenix, Arizona: Valley Metro
- Washington, D.C.: Washington Metropolitan Area Transit Authority

Findings suggest that people who are homeless are an issue for transit agencies regardless of size, although larger agencies are more likely to characterize homelessness as a major issue. Successful policies target behavior rather than groups or individuals. Codes of conduct and consistent enforcement clarify agency expectations.

Findings also suggest that partnerships are essential, and that enforcement is necessary but not sufficient. People who are homeless are often incorrectly viewed as a homogeneous group. Case workers and others at social service and nonprofit agencies have a much greater understanding of people who are homeless, and they can persuade these individuals, who may initially be service-resistant, to accept services. Among survey respondents, law enforcement personnel from transit police or security departments consistently emphasized the need for partnerships and the options for these partnerships offered to their police officers. Transit agencies reported that partnerships result in enhanced customer security and perceptions, provision of help for those who need it, and increased sensitivity to the people and issues involved.

Transit agencies and their social service and nonprofit partners are experimenting with new approaches to interactions with people who are homeless. One promising practice is to set up drop-in centers staffed by social workers in transit facilities and stations. Initial results suggest that the ability to do client intake onsite at the transit station or center is very effective in persuading people who are homeless to seek and accept help.

Actions taken by transit agencies have resulted in enhanced safety and comfort for all customers. In addition, many respondents and nearly all case examples reported successful outcomes for specific individuals who are homeless, along with improved customer satisfaction. In the absence

of a broader societal fix for homelessness, agencies can (and deserve to) acknowledge their role in these success stories.

3) Do agencies combine law enforcement with social services and if so, how?

While crisis intervention is not a new concept, it is a relatively new concept for transit agencies. As a part of the recent pandemic, law enforcement agencies were in search of creative solutions to address mental health, homelessness, and substance abuse issues which were heightened due to reduced ridership. Agencies went in search of proven programs such as the CAHOOTS (Crisis Assistance Helping Out On The Streets) program. The CAHOOTS program has been in existence for over 30 years and has a proven record of success. CAHOOTS is a collaboration between local police and a community service group called White Bird Clinic in Eugene, Oregon. Others have also made a name for themselves such as the STAR (Support Team Assisted Response) program in Denver, Colorado. Their goal is to send the right people to help with crisis related calls.

Today, transit agencies are getting onboard with integrating mental health professionals into their agencies, such as the Houston Metro CARES unit which officially launched in 2021 and consists of 2 shifts with a police officer and clinician working together. Regional Transit District (RTD) Denver launched their program in 2019 with the assistance of grant funding and hired four mental health clinicians and 1 homeless outreach coordinator. Every transit agency has adopted a unique approach to the combination of social services and law enforcement officers. For example, at RTD Denver and Houston Metro their mental health clinicians are paired with law enforcement officers.

4) Did they start as pure law enforcement or were they combined with social services to begin with?

In 2021, CAPMETRO-Austin launched its multi-phased public safety approach with the addition of 4 mental health clinicians, 15 ambassadors and established a new in-house Police Department. The clinicians, ambassadors and law enforcement are all separate with their own supervisors who report up to the head of the Public Safety Division.

5) How are these agencies' law enforcement officers trained?

All law enforcement officers are required to comply with accredited training through the state Peace Officer Standards and Training (POST). The current requirement for the Basic POST certification to become a certified Peace Officer in CA is a minimum of 664 hours which covers 42 separate areas of instruction.

The following colleges and law enforcement academies offer Basic POST Academy Training in the Los Angeles area:

Sheriff's Departments:

- Los Angeles County, Orange County, San Bernardino County, Riverside County

Colleges:

- Rio Hondo College
- Golden West College

Police academy time frame ranges from 22-24 weeks depending on location. Upon completion of the Basic Peace Officer Course, agencies will provide a field officer training process to familiarize the officers with the Metro system. In addition, they will provide expanded transit specific training with a care-based focus to include mental health crisis intervention, anti-bias, de-escalation, conflict resolution, and exceptional customer service training to align with Metro's core values.

6) Have the in-house forces been effective?

The number one benefit according to transit law enforcement agencies surveyed to having in-house police departments was it resulted in cost savings. The effectiveness of in-house police departments is difficult to answer, however, we could say that transit agencies are finding ways to enhance the existing security forces by introducing a re-imagined public safety model to address the needs of riders. The primary goal of transit systems should be for law enforcement to have engaged visibility. This objective is accomplished when police officers positively interact with riders and employees and provide a deterrent to crime and disorder.

When dealing with contract policing some of the more common complaints have included poor police visibility on buses, trains, and at stations, extended response times, and inconsistent staffing at key critical infrastructure locations. These issues are more readily addressed within an in-house transit police department.

In-house transit police departments are also enhanced through the adoption of a policing style which emphasizes service. Due to the decentralized nature of law enforcement in the U.S., police departments can adopt policing styles which fit the needs of the community. Transit policing is different than local policing with the former emphasizing engaged visibility and the latter emphasizing response to calls for service. Commonly, an emphasis on engaged visibility leads to the provision of service while an emphasis on responding to calls for service leads to law enforcement. A transit police department allows the agency to hire and train police officers who fit the service mission of the department.

Question from Board Member Fernando Dutra

1) Why was the prior Metro PD disbanded?

At the Metro Transit Policing Ad Hoc Committee, held on October 4, 1996, the merger of the MTA Transit Police Department with the Los Angeles Police Department (LAPD) and the Los Angeles County Sheriff's Department (LASD) was approved. This would be known as the Transit Policing Partnership. As part of the MTA Transit Law Enforcement Transition Action Plan, MTA would transfer appropriate MTA police and security personnel, assets, and functions to the Transit

Policing Partnership except for the MTA's in-house security guards, with full implementation effective January 5, 1997. After several delays, the actual mergers occurred in November of that year.

According to the Board document, the purpose of the law enforcement merger was an opportunity to enhance the public service of all three agencies. Staff analyses had revealed that the partnership would be a significant enhancement of law enforcement service for the MTA and its passengers. At the same time, this consolidation of law enforcement agencies would be an enhancement of general law enforcement for the people of the City and County of Los Angeles.

Questions from Board Member Holly Mitchell

1) How are multidisciplinary teams incorporated?

For the multidisciplinary teams to be incorporated effectively, there would need to be a clearly defined deployment and operational plan created that would identify each of the areas roles and responsibilities and having adequate oversight and accountability to ensure that everyone is aligned and productive.

Transit agencies are searching for creative ways in which to enhance transit visibility and improve the perception of security. In 2020, MARTA launched its ambassador team with 15 non-sworn individuals to serve as additional eyes and ears for law enforcement and to perform duties that would free up sworn law enforcement officers to handle the more serious activities. MARTA ambassadors are called "Protective Specialist" and they are embedded within each of the police precincts and work within that zone to get to know the regular riders and create a community policing type rapport with the riders and gain the trust and camaraderie with the police officers they will be assisting. MARTA also created this position to serve as a pipeline for potential recruiting opportunities for those non-sworn community members who were looking for a job but did not meet the current law enforcement qualifications. Since the program's inception, several of the Protective Specialists have gone on to become sworn police officers with MARTA.

Also, in 2020, Bay Area Rapid Transit (BART) launched a new ambassador program deployed on trains to increase the presence of uniformed personnel on trains to address customers' concerns about safety and security. The unarmed ambassadors are recruited from the ranks of the BART Police Department's Community Service Officers, non-sworn personnel who perform a variety of police services. The ambassadors received additional de-escalation and anti-bias training before the program launched. The ambassadors are also trained to respond to customers' questions, complaints, or requests for service. They will observe and report and call upon an officer when enforcement is needed.

SEPTA moved uniformed ambassadors into place to help riders with no destination. According to SEPTA, their ambassadors work with those who need social services. They report that this is a

new effort to improve safety on SEPTA and designed to supplement police and help with unruly passengers and fare evaders.

2) What percentage of the total staff would be unarmed in a new Safety department?

Under the enhanced safety and security model option presented in the feasibility study, there will be 206 Transit Security Officer I positions (unarmed), 127 Transit Security Officer II positions (armed), and 15 Transit Senior Security Officer positions (armed) when Metro Transit Security is fully staffed. Of these 348 positions, 206 are unarmed (59.2%).

3) What training will they receive and how will they work with transit ambassadors?

This question was answered above regarding training. However, Metro transit police and the transit ambassadors can have an excellent working relationship. The supervisory teams for both units can collaborate on deployment needs and share information. Metro staff can participate in the orientation process for all new ambassadors.

4) How are they sourced/where they are recruited from?

For Metro to develop a professional transit police department, the unit must be able to attract and retain high quality personnel. To be competitive in the labor market, Metro will have to offer favorable incentives, salary and benefits comparable to that offered by the LAPD, LASD and other local law enforcement agencies.

Studies have shown that retired military personnel make excellent transit police officers due to the similarities of their duties of standing watch in the military. Therefore, the Metro police department can partner with Metro's existing military recruiter to help identify interested soldiers who may be approaching retirement or have a desire to leave the military but wish to remain in the area.

Existing law enforcement officers from neighboring departments who may have an interest in transit policing are another source. Existing Transit Security Officers II's or above may have a desire to transition to a sworn law enforcement position and meet all POST selection qualifications.

MTS will partner with internal communications and recruiting to develop a recruitment strategy to leverage their expertise and suggestions on innovative methods that could be used to garner qualified candidates.

5) What kinds of workforce development opportunities could flow from bringing more people into the agency, as opposed to contracted through our partners?

Having a Metro PD will allow Metro to provide people interested in a law enforcement career opportunities to pursue this interest. These opportunities could include community service officer,

cadet, and police explorer programs. Metro could also develop a unique workforce development opportunity to hire transit security officers and transition them into police officers.

6) Are there cost savings to this approach, and can those cost savings go toward more rider amenities like clean and secure bathrooms, more ambassadors, or spaces for vendors and entertainers to perform near the system?

Overall, it is estimated the total annual budget for a Metro PD will be \$135.4 million. The FY23 Metro budget for contract police services is \$172.9 million. Therefore, cost savings from a Metro PD in comparison to contract police services are expected. How cost savings are reallocated to other Metro initiatives will be determined by the Metro Board and the CEO.

Question from Board Member Tim Sandoval

1) Financial analysis

The FY23 Metro budget for contract police services is \$172.9 million. The feasibility report estimated the annual costs for a Metro PD at \$135.4 million.

Homeless Services

The homelessness crisis continues to challenge communities nationwide, including their respective transit agencies. In Los Angeles, the crisis is among the most severe in the country, with more than 69,000 people experiencing homelessness (PEH) throughout the County. Over the last three years, there has been a noticeable increase in people experiencing homelessness seeking shelter on the transit system. Metro conducted its point-in-time count in March 2022 and estimated that approximately 800 individuals experiencing homelessness were sheltering at the rail and bus rapid transit stations on any night.

In January 2023, Metro commenced an evaluation at Metro end of line stations and an assessment of impacts on nearby local communities. This evaluation included point-in-time counts of PEH at the end of line rail stations and a demographic survey to better identify the need for social services to support unhoused riders. The count revealed that, on average, 555 unhoused individuals deboard nightly at Metro's 12 end of line rail stations. While transit vehicles and stations are not designed to be used as a shelter, they can be viewed as an encampment as they provide refuge from the cold winter weather and the summer heat.

Metro's primary role is that of a transit operator, not a homeless service provider, yet the magnitude of the crisis requires all hands on deck. Metro customers are concerned about homelessness on the system. We have heard from our customers through various channels, surveys, social media, customer care, and community meetings that homelessness is a top priority area for improvement. Metro riders told us that homelessness significantly impacts their customer experience.

The lack of adequate local, state, and federal resources to prevent and respond to homelessness represents an existential threat to the thousands of individuals experiencing homelessness daily in LA County. It also threatens to undermine the willingness of residents to take public transit, even as the system rapidly expands via the most extensive transit construction program in the country.

The impact of the homeless crisis on our system is well documented. In a 2018 brand survey, 64% of respondents felt that there were too many homeless people on the system, and some responded that they avoid Metro entirely due to widespread homelessness on the system. Metro also recognizes the urgency of curtailing behaviors and conditions that adversely affect the health and safety of other customers and employees. Metro's 2020 and 2022 Customer Experience Survey found that how Metro addresses homelessness on buses was one of the top 5 improvements that our bus and rail customers want to see. Based on the How Women Travel survey, the top reason

that women find it difficult to ride transit is that they do not feel it is safe. Safety perceptions for waiting at a station were even lower.

The presence of homeless individuals on public transit can create a range of problems that can negatively affect the customer experience. Some of the challenges include:

Safety concerns, sanitation and hygiene issues, increased maintenance costs, and decreased ridership. Homelessness often coincides with mental illness, substance abuse, and criminal activity. This can lead to situations where customers on public transit feel threatened or unsafe. Many homeless individuals lack access to proper sanitation and hygiene facilities, which can result in unpleasant smells and unsanitary conditions. This can make it difficult for other customers to use public transit comfortably. Homeless individuals on the Metro system deter other riders from using transit, either through their behavior or through their presence on transit vehicles or facilities.

Metro has increased its security presence, outreach, support programs for homeless individuals, and sanitation efforts to address these challenges. Metro has had to expand custodian crews on trains, stations, and ancillary areas to address cleanliness issues caused by PEH. In FY 24 Metro estimates the agency will spend \$200.9 million on cleaning efforts, an increase of 13% over FY 23. Recently, Metro's Director of Safety Certifications determined that custodians must wear Tyvek suits and Powered Air Purifying Respirators (PAPR) when cleaning in ancillary areas due to potential health risks. The agency has seen a drastic increase in homeless individuals living in ancillary areas in the rail stations where tremendous amounts of human waste and drug paraphernalia are left behind. PAPRs provide a higher level of respiratory protection by filtering out harmful airborne particles and reducing the risk of inhaling contaminants such as fecal matter. This helps protect custodians from exposure to pathogens, bacteria, and unpleasant odors associated with human waste, ensuring their safety and well-being while performing their cleaning duties.

Over the past five years, Metro allocated more than \$28 million in advancing solutions to support unhoused individuals who take shelter on the Metro system. Since 2017, Metro has funded dedicated multidisciplinary outreach teams (MDTs), contracted through the County of Los Angeles Department of Health Services' (DHS) Housing for Health Program, to provide service on the Metro system. Metro is on track to double that amount, with FY 24 spending projected to exceed \$15 million annually.

Non-profit community-based organizations staff the MDTs and specialize in supporting PEH dealing with mental health concerns and addiction. The program recently expanded from eight teams to sixteen teams. Ninety-four outreach staff are working for six CBOs (Path, CCM, LA Mission, USHS, HOPICS, and LAFH) providing homeless services on the Metro system. MDTs are deployed 7 days a week, between 3:00 a.m. - 6:00 p.m. on weekdays and 7:00 a.m. - 6:00 p.m. on weekends. The teams assess the needs of unhoused riders and connect them with services such as medical care, social

services, and food in addition to emergency, short-term, interim, and long-term/permanent supportive housing (including family reunification) when available. Despite the significant efforts, the scale of homelessness on the system far exceeds Metro's ability.

The County of Los Angeles Department of Health Services' Housing for Health Program sets the key performance indicators (KPIs) for Metro's MDTs. The KPIs include metrics such as outreach contacts, Homeless Management Information System enrollments, referrals, and placements interim and permanent housing. Metro's street-based outreach teams consistently surpass county metrics for engagement and housing. Since 2018, Metro's outreach teams have connected 4,609 people to interim and permanent housing. For FY 23, Metro is at 106% of the KPI related to connections to interim and permanent housing with 524 individuals connected to housing. DHS sets the outreach contacts KPI based on service area size. In FY 23, Metro's MDTs are at 43% of the KPI target for outreach contacts. Given the expansive size of Metro's system, the MDTs struggle to meet this KPI, indicating the need for additional MDTs on the system.

Homelessness on public transit is a complex issue that requires a multifaceted approach. While providing security personnel and sanitation efforts can help address some of the immediate challenges of homelessness on public transit, these measures alone are not enough to fully address the problem. More comprehensive solutions are needed to address the underlying causes of homelessness and provide the support and resources that homeless individuals need to maintain stable housing and improve their overall well-being.

As a public transit agency, Metro has limited resources to address the issue of homelessness. The crisis is a complex issue that requires a multifaceted approach. While providing security personnel and sanitation efforts can help address some of the immediate challenges of homelessness on public transit, these measures alone are not enough to fully address the problem. More comprehensive solutions are needed to address the underlying causes of homelessness and provide the support and resources that homeless individuals need to access and maintain stable housing and improve their overall well-being.



IN-HOUSE PUBLIC SAFETY DEPARTMENT FEASIBILITY STUDY

Gina Osborn

Chief Safety Officer

Metro's Layered Public Safety Ecosystem

- In 2022 Metro established a comprehensive approach to ensuring public safety on the system by implementing a multi-layered safety program to address the different aspects of safety.
- Each layer in the public safety ecosystem adds value and enhances the overall security and safety of the Metro system.



Strengths of an In-House Public Safety Department



ENGAGED
VISIBILITY



CULTURAL
ALIGNMENT



TRANSPARENCY



RESPONSE
TIME



DEDICATED
STAFFING



FISCAL
SUSTAINABILITY

In-House Public Safety Department Model

Public Safety Ecosystem Component	FY23 Staffing and Budget Model		In-House Public Safety Department Model	
	Number of Personnel	Annual Budget (millions)	Number of Personnel	Annual Budget (millions)
Police	645	\$172.9	464	\$135.4
<i>Patrol Officers</i>	344		290	
<i>Specialized Unit Officers</i>	82		52	
<i>Patrol/Specialized Unit Sergeants</i>	70		39	
<i>Administrative/Support Staff</i>	149		83	
Metro Transit Security	290	\$40.2	290	\$40.2
Contract Security	322	\$24.5	322	\$24.5
Transit Ambassador Program	437	\$33.0	437	\$33.0
Homeless Outreach	85	\$15.3	85	\$15.3
Mental Health Crisis Outreach	30	\$10.0	30	\$10.0
Total	1,809	\$295.9	1,628	\$258.4

- Under the current contract law enforcement, police officers are almost exclusively deployed as two officer/deputy units except for LASD who has the ability to deploy a one officer unit.
- Under the in-house model, the focus is on increased visibility and coverage, and as a result, the assumption of patrol deployment would be primarily one officer units.
- The primary one officer unit approach is typical in a transit policing environment and consistent with most LA County police agencies.
- The in-house model streamlines redundancies reducing the number of administrative/support personnel by almost 60% .
- The estimated budget for an in-house public safety department is **\$135.4M** or **21.7%** less than the \$172.9M that Metro has budgeted for policing contracts in FY23.

Weaknesses of Establishing an In-House Public Safety Department



LIABILITY



CRITICAL STAFFING
SHORTAGES



ESTABLISH AND
MAINTAIN IN-HOUSE
SPECIALIZED UNITS



OBTAINING AND
MAINTAINING CA
POST CERTIFICATION



INCREASED RISK
MANAGEMENT
AND WORKERS
COMPENSATION
EXPOSURE

Opportunities of Establishing an In-House Public Safety Department



CUSTOMIZED SERVICE



ENHANCED RIDER AND EMPLOYEE
RELATIONS



COMPREHENSIVE STRATEGIC DEPLOYMENT
OF METRO PUBLIC SAFETY ECOSYSTEM
RESOURCE STRATEGIES

Threats of Establishing an In-House Public Safety Department



ESTABLISHING MUTUAL -AID



RESISTANCE FROM COMMUNITY
GROUPS



NEGOTIATING A NEW COLLECTIVE
BARGAINING AGREEMENT

Next Steps

If there is interest by the Board to advance the concept of an in-house public safety department, the next step is to complete a formal implementation plan which would outline a phased approach for establishing the department and a transition plan with milestones. This could include:

- Developing an operating framework for the new public safety department.
- Create a strategic plan outlining the department's goals and objectives.
- Establish the organizational structure, including departmental divisions and reporting relationships.
- Conducting market analysis to determine appropriate job descriptions and pay ranges for police officer positions.
- Assess community support through engagement and meetings with transit riders and stakeholders.
- Establishing interagency agreements for mutual aid and cooperation with neighboring law enforcement agencies to facilitate collaboration and support in emergency situations.



Board Report

File #: 2023-0363, **File Type:** Informational Report

Agenda Number: 38.

REGULAR BOARD MEETING

JUNE 22, 2023

SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Public Safety Report.

ISSUE

Metro is committed to providing outstanding trip experiences for all users of the transportation system. In furtherance of this Vision 2028 Goal, Metro is implementing a multi-faceted plan to improve safety and the perceptions of safety for riders and employees. The following summarizes current initiatives aimed at this objective and provides a summary of recent trends.

BACKGROUND

At its February 2022 meeting, the Board received and filed a Reimagining Public Safety Framework (Framework), which outlines a human-centered approach to public safety, guided by the principle that everyone is entitled to a safe, dignified, and human experience. This Framework reflects Metro's Public Safety Mission and Values statements which were adopted by the Board in December 2021. In March 2023, the Board adopted a revised Code of Conduct and a Bias-Free Policing Policy and Public Safety Analytics Policy.

These actions align with numerous initiatives to improve safety and the perception of safety on the system, including the increased deployment of strategic, layered personnel (comprised of ambassadors, homeless outreach, community intervention specialists, transit security, private security, and law enforcement) and the piloting of safety and security interventions to address drug use and crime on the system.

DISCUSSION

The Chief Safety Officer is responsible for overseeing safety initiatives on the Metro system and works in coordination with other departments, including Operations and Customer Experience, to implement strategies to promote this objective.

BUS SAFETY

Metro has deployed a variety of strategies to improve safety for both riders and operators on the bus system.

Transit Security Officer Bus Riding Teams

Given the additional 48 Transit Security Officers approved for bus riding teams at the March 2023 Board Meeting, Metro began the effort to create a visible presence on the bus system that enforces the updated Code of Conduct. Metro intends to expand deployment to the ten bus lines with the highest historic number of operator assaults and will engage operators for feedback regarding this deployment model during Division Rap sessions.

Bus Operator Safety and Barrier Prototypes

While there was a decline in operator assaults during the month of April (15) in comparison to the month of March (23) (see Attachment D for additional details), the number of incidents are up compared to previous years. Metro maintains zero tolerance for any assault on a transit operator.

Metro is exploring new barriers to promote operator safety. To pilot this effort, on April 28, ten buses were retrofitted with one of two new barrier prototypes, which are designed to minimize involuntary physical interaction between riders and operators.

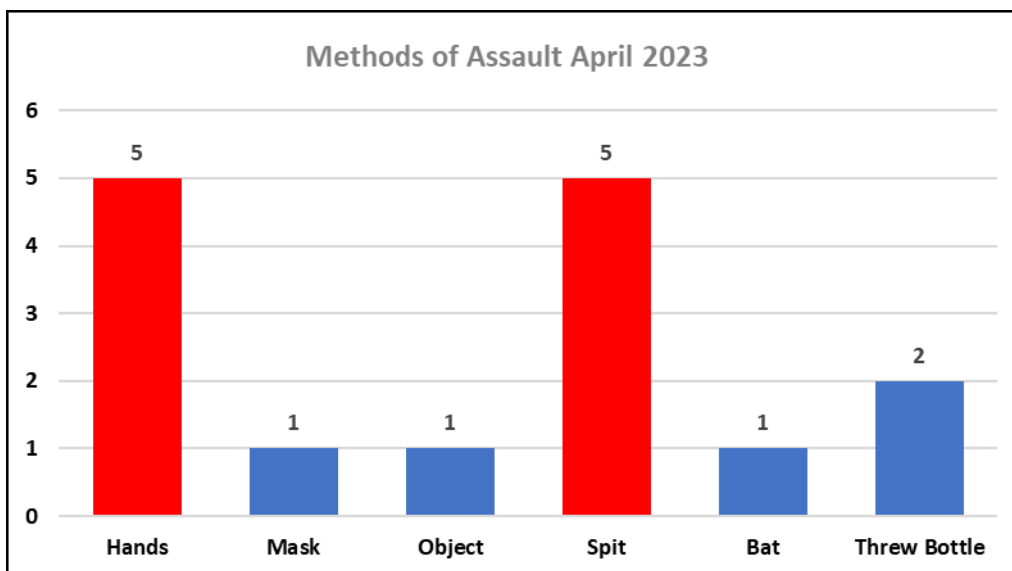
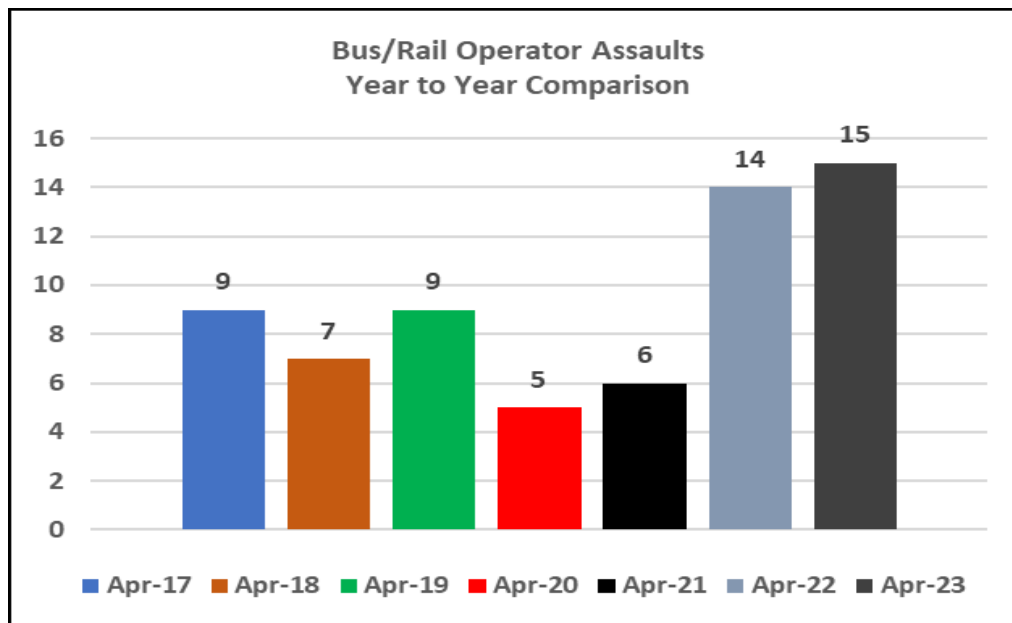


Prototype 1
Extended with no cutout



Prototype 2
Extended to windshield

Metro will continue to engage operators regarding which prototype is best received.



DRUG-FREE CAMPAIGN UPDATE

On February 13, staff launched the Drug-Free Metro Campaign to curb open drug use on the system and drug overdoses attributed to the regional fentanyl epidemic.

The goals of the campaign are as follows:

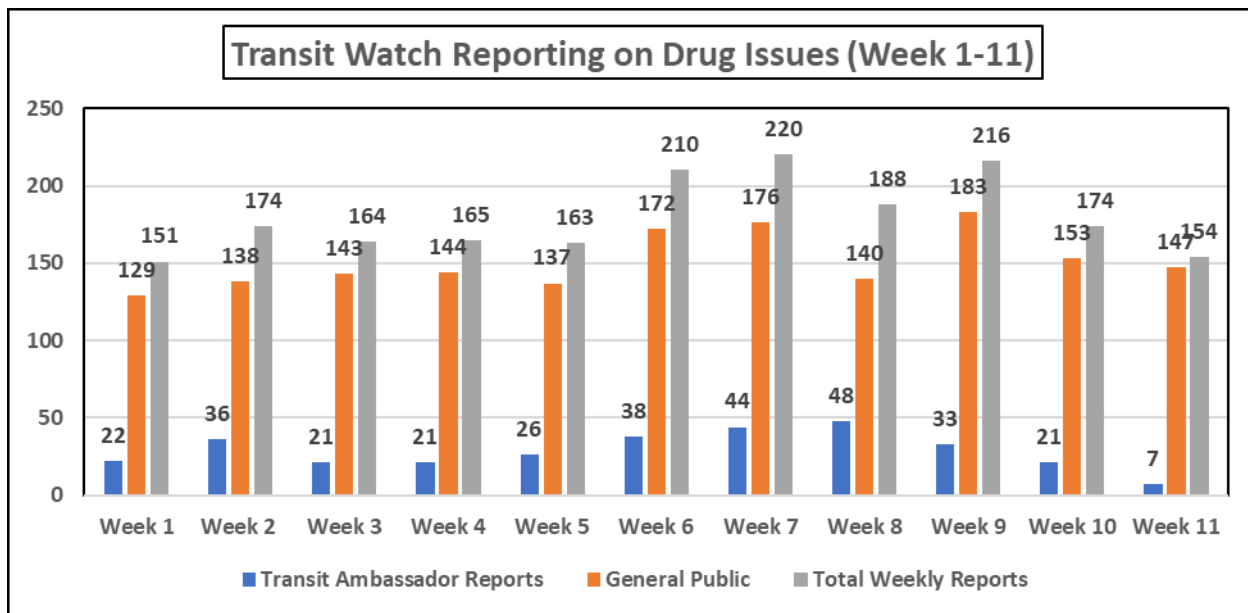
- Remove individuals arrested for committing crimes on our system, with a particular focus on drug crimes.
- Significantly decrease drug sales, usage, and overdoses on trains, platforms, and in stations.

- Remove individuals who are not using the system for the purpose of transportation.
- Increase the feeling of safety for our riders and employees.
- Increase cleanliness and the overall customer experience on targeted lines.
- Decrease crime while taking a holistic approach by offering eligible offenders a drug diversion program and necessary mental health/social services for people experiencing homelessness and suffering from drug addiction.

The multi-layered combination of Transit Ambassadors, Metro Transit Security, law enforcement officers, and homeless outreach teams was able to provide care and services for those in need and identify individuals who were on the system not for the purposes of transit.

By the end of April, the campaign resulted in:

- 393 citations and 217 warnings issued by Metro Transit Security.
 - MTS citations related to Eating/Drinking/Smoking violations (the category which captures drug/narcotics related activity) have become almost non-existent.
 - 327 drug related arrests by law enforcement.
 - A reduction of Customer Call Center complaints by 17%. The Customer Call Center received a total of 70 complaints about drugs on the Red/Purple Line through Week 11 of the Drug-Free Campaign. In prior reports, it was noted the previous average of drug-related complaints per month was 30 which would equate to 90 complaints over a 3-month period.
 - Transit Ambassador and General Public reporting on the Transit Watch App on drug issues decreased by 30% in Week 11 when compared to Week 9, which reflected the highest number of drug related reporting.
-



In addition to the above figures, anecdotal and social media feedback from riders and employees has affirmed that the campaign’s efforts are fulfilling its intended goals. Staff will continue to monitor trends.

B/D (RED/PURPLE) LINE SUPPLEMENTAL DEPLOYMENT

On Monday, April 24, Metro began a supplemental deployment to increase the visible presence of LASD and LAPD on the B/D Line to promote the safety and perception of safety among customers and employees.

LAPD and LASD also deployed their homeless outreach services teams to connect those experiencing homelessness with services and providers, which by the end of April resulted in outreach to 399 individuals and the acceptance of services by 225 individuals.

The first week of the deployment resulted in the following activities, which are tracked separately from the Drug-Free Metro Campaign:

- Citations: 107
- Warnings: 200
- Arrests: 45
- Ejections: 1,786

METRO AMBASSADOR PROGRAM UPDATE

Metro Ambassadors continue to support riders, connect riders to resources, and report incidents or maintenance needs. Metro Ambassadors are currently deployed on the K Line, L Line (Gold), B Line

(Red), D Line (Purple), A Line (Blue), C Line (Green), and J Line (Silver), as well as bus lines 210, 40, 20, and 720. 36 Ambassadors are trained to for deployment on the Regional Connector; 3 teams per shift will be assigned to monitor elevators at the Grand Ave Arts/Bunker Hill Station.

Metro Ambassadors conducted 51,865 customer interactions and reported the following:

- 1171 cleanliness issues
- 264 elevator and escalator problems
- 242 graffiti incidents
- 172 safety issues

Since April 17, 2023, Ambassadors have been certified and equipped to carry and administer Narcan and reported two Narcan incidents to date:

- 4/20/2023 - North Hollywood Station
- 4/21/2023 - Hollywood / Vine Station

ARREST AND CRIME TRENDS AND STATISTICS

The arrest and crime statistics contained in the report data collected from the month of April and reflect the second month of the Drug-Free Campaign and the launch of Metro's Supplemental Deployment on the B/D (Red/Purple) Line.

During April, Metro experienced higher levels of law enforcement presence across the entire system in comparison to previous months, creating more visibility and rider compliance with Metro's Code of Conduct. The following trends should be noted:

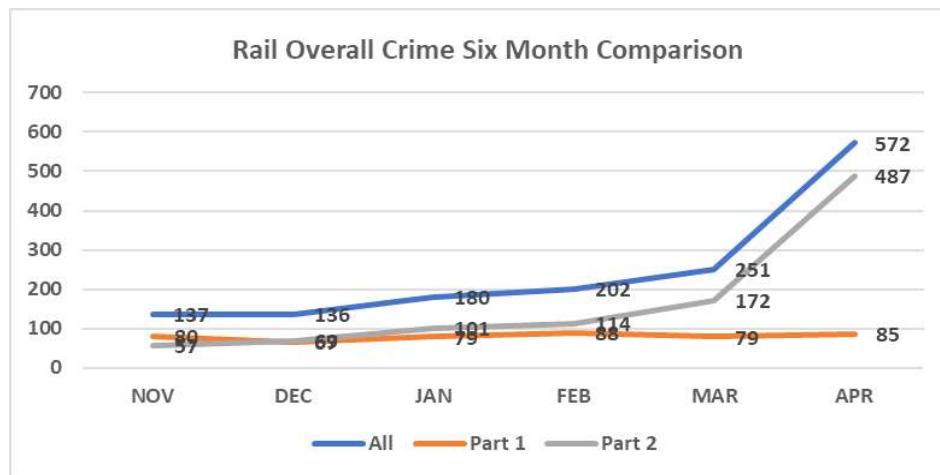
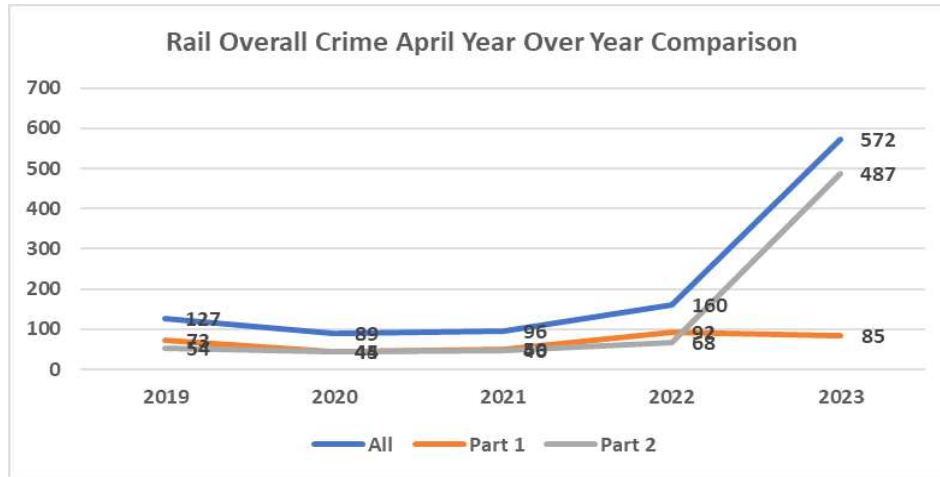
Overall, across the system, arrests for crimes against persons continue to remain high. SSLE conducted an analysis of aggravated assault on the system as they continue to persist at an unacceptable level (46 incidents in April, and 48 incidents in March). Aggravated assault on the rail system showed a 10% reduction when compared to the prior year, however, there was a slight increase on the bus system. A review of incident reports revealed that most incidents involved the escalation of verbal arguments.

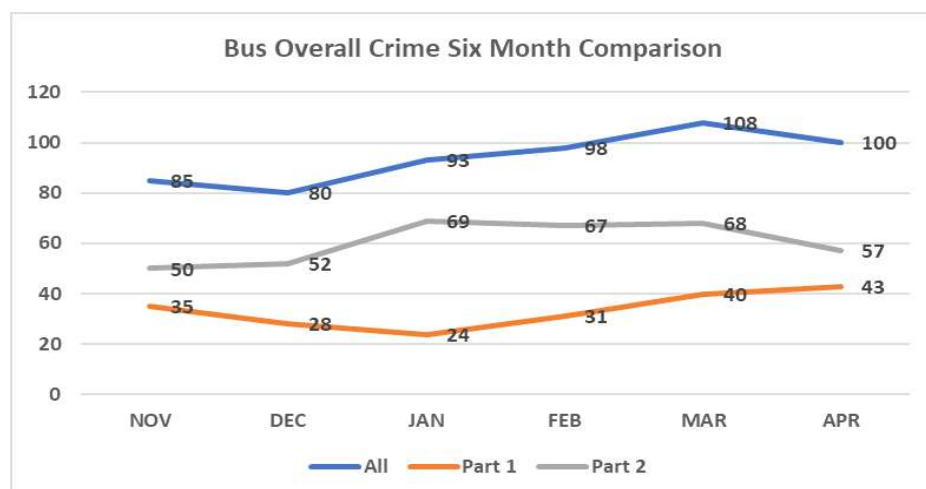
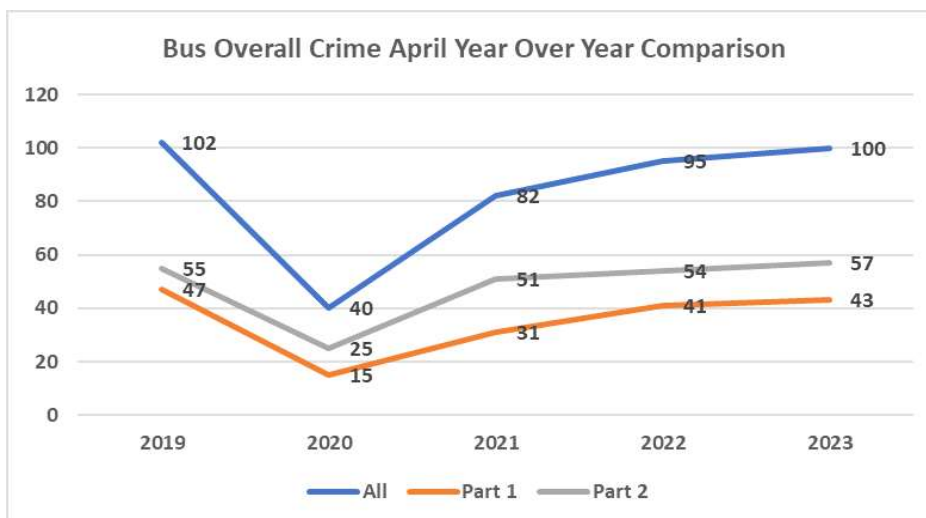
Property crimes remain low across the system, despite a slight increase compared to March 2023 (46 vs 49). The analysis of robbery incidents showed the largest increase occurred on the bus system. A review of reporting indicated nearly half of the incidents involved the theft of cellphones from customers.

Crimes Against Society, such as narcotics, trespassing, and weapons related arrests, increased to 61 versus 7 in April 2022, largely attributed to the increased law enforcement presence associated with the Drug-Free Campaign. Forty-seven of those arrests (77%) occurred on the rail system. There were also 389 trespassing arrests of those not using Metro for the purpose of transit, of which 371 (95%) occurred on the rail system. SSLE found that 65% of both trespassing and narcotics related

arrests (253 and 40 respectively) occurred on the B/D (Red/Purple) Line, further emphasizing the impact of Metro's efforts.

The following charts summarize annual and biannual trends.





SECURITY UPDATE - SIERRA MADRE STATION PARKING STRUCTURE

As part of Metro’s multi-layered security model, private security is responsible for patrolling and securing facilities, such as the ancillary areas, divisions, station parking garages, and platforms. During the week of May 22, SSLE staff conducted a field inspection of the Sierra Madre Station Parking Structure and did not see private security officers on location. This is of significance as it is a four-level parking garage located across a freeway and is of high usage. At this location, two officers are assigned to the AM shift, two officers in the PM shift, and one officer in the overnight shift.

After contacting the private security contractor, we were informed that the assignment was unfulfilled due to insufficient staffing levels from a subcontractor. SSLE management has since met with the contractor to discuss staffing solutions and implemented accountability measures to promptly inform Metro of daily assignment vacancies. Furthermore, the contractor will grant Metro access to TrackTik, a software that provides real-time data and tracks officer activity on-site. Officers will be required to badge every 30 minutes on a Detex system to help monitor and log officer activity. Lastly, SSLE is

partnering with Operations and Parking Management to determine the feasibility of installing additional cameras, which will allow Metro's Security Operations Center to verify officer presence in real time.

EQUITY PLATFORM

Metro continues to implement a multi-layered public safety model which takes a cross-disciplinary approach to addressing the various safety needs of the system with the involvement of transit security, law enforcement, ambassadors, and homeless outreach teams. As safety is not a one size fits all, it is imperative to have care-based approaches to provide impactful and lasting solutions to the social issues facing many riders.

NEXT STEPS

The Chief Safety Office continues to monitor our law enforcement partners, private security, and Transit Security performance, monitor crime stats, and consider information from surveys, customer complaints, and physical security assessments, amongst other sources, to analyze safety-related issues, adjust deployment strategies, and formulate new interventions.

ATTACHMENTS

Attachment A - Total Crime Summary April 2023

Attachment B - Systemwide Law Enforcement Overview April 2023

Attachment C - MTA Supporting Data April 2023

Attachment D - Bus & Rail Operator Assaults April 2023

Attachment E - Sexual Harassment Crimes April 2023

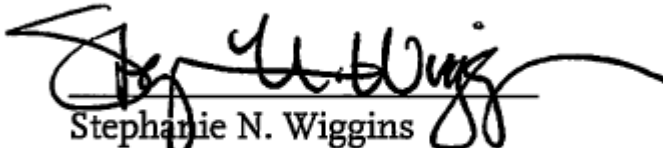
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Stephanie N. Wiggins
Chief Executive Officer



SYSTEM SECURITY & LAW ENFORCEMENT

Attachment A

Total Crime Summary - April 2023

Part 1 Crimes 5-Year Trend - Systemwide

January - April	2019	2020	2021	2022	2023
Part 1 Crimes					
Agg Assault	98	71	98	164	178
Arson	1	2	3	3	0
Bike Theft	23	21	10	18	9
Burglary	2	2	3	7	9
Homicide	0	0	1	1	2
Larceny	299	181	100	196	156
Motor Vehicle Theft	11	6	4	8	16
Rape	4	5	4	5	7
Robbery	116	74	64	110	136
Totals	554	362	287	512	513

Part 1 Crimes 5-Year Trend April only - Systemwide

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 1 Crimes					
Agg Assault	27	14	31	45	46
Arson	1	0	1	1	0
Bike Theft	5	4	4	5	3
Burglary	0	0	1	2	2
Homicide	0	0	0	0	1
Larceny	70	32	34	58	42
Motor Vehicle Theft	1	1	2	1	3
Rape	1	1	0	3	2
Robbery	28	13	17	23	38
Totals	133	65	90	138	137

Part 1 Crimes 5-Year Trend - Rail

January - April	2019	2020	2021	2022	2023
Part 1 Crimes					
Agg Assault	51	50	58	108	109
Arson	1	2	3	3	0
Bike Theft	11	13	2	8	3
Burglary	1	2	3	4	7
Homicide	0	0	0	0	2
Larceny	166	114	57	116	99
Motor Vehicle Theft	10	5	2	2	14
Rape	4	5	3	5	4
Robbery	68	49	47	86	93
Totals	312	240	175	332	331

Part 1 Crimes 5-Year Trend April only - Rail

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 1 Crimes					
Agg Assault	11	8	15	33	30
Arson	1	0	1	1	0
Bike Theft	2	1	1	2	2
Burglary	0	0	1	0	2
Homicide	0	0	0	0	1
Larceny	40	26	22	32	26
Motor Vehicle Theft	1	1	0	1	2
Rape	1	1	0	3	1
Robbery	17	8	10	20	21
Totals	73	45	50	92	85

Part 1 Crimes 5-Year Trend - Bus

January - April	2019	2020	2021	2022	2023
Part 1 Crimes					
Agg Assault	38	20	35	48	48
Arson	0	0	0	0	0
Bike Theft	11	4	5	8	6
Burglary	0	0	0	2	0
Homicide	0	0	0	1	0
Larceny	105	42	25	58	45
Motor Vehicle Theft	1	1	2	4	2
Rape	0	0	0	0	0
Robbery	48	20	14	17	37
Totals	203	87	81	138	138

Part 1 Crimes 5-Year Trend April only - Bus

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 1 Crimes					
Agg Assault	14	6	14	10	11
Arson	0	0	0	0	0
Bike Theft	2	1	2	3	1
Burglary	0	0	0	2	0
Homicide	0	0	0	0	0
Larceny	20	3	7	23	14
Motor Vehicle Theft	0	0	2	0	1
Rape	0	0	0	0	0
Robbery	11	5	6	3	16
Totals	47	15	31	41	43

Part 2 Crimes 5-Year Trend - Systemwide

January - April	2019	2020	2021	2022	2023
Part 2 Crimes					
Battery	302	278	248	365	394
Narcotics	48	22	64	29	205
Sex Offenses	45	32	34	31	46
Trespassing	29	43	28	37	494
Vandalism	46	58	91	124	61
Weapons	11	12	18	9	41
Totals	481	445	483	595	1,241

Part 2 Crimes 5-Year Trend April only - Systemwide

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 2 Crimes					
Battery	66	50	65	85	87
Narcotics	18	1	18	7	61
Sex Offenses	14	6	10	10	14
Trespassing	9	7	3	12	389
Vandalism	11	17	16	21	17
Weapons	1	1	3	1	15
Totals	119	82	115	136	583

Part 2 Crimes 5-Year Trend - Rail

January - April	2019	2020	2021	2022	2023
Part 2 Crimes					
Battery	151	137	119	172	186
Narcotics	37	13	23	15	151
Sex Offenses	25	22	20	15	24
Trespassing	22	20	18	27	458
Vandalism	21	35	44	74	28
Weapons	9	10	9	8	27
Totals	265	237	233	311	874

Part 2 Crimes 5-Year Trend April only - Rail

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 2 Crimes					
Battery	26	27	19	39	39
Narcotics	13	1	7	2	47
Sex Offenses	6	3	7	3	10
Trespassing	5	3	2	10	371
Vandalism	4	9	10	13	9
Weapons	0	1	1	1	11
Totals	54	44	46	68	487

Part 2 Crimes 5-Year Trend - Bus

January - April	2019	2020	2021	2022	2023
Part 2 Crimes					
Battery	132	106	90	146	145
Narcotics	11	9	41	14	51
Sex Offenses	16	8	13	9	20
Trespassing	2	1	2	5	6
Vandalism	20	20	40	34	30
Weapons	2	2	9	1	9
Totals	183	146	195	209	261

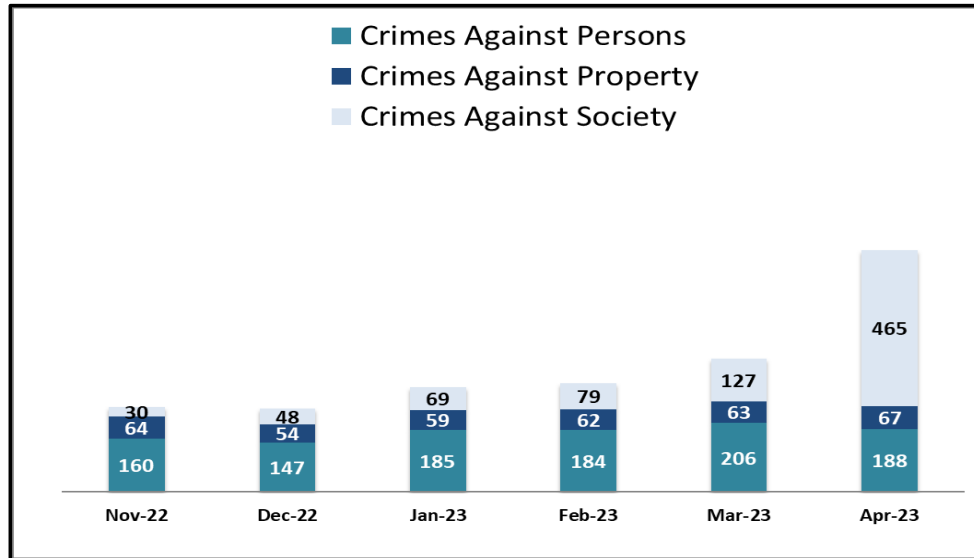
Part 2 Crimes 5-Year Trend April only - Bus

	Apr 2019	Apr 2020	Apr 2021	Apr 2022	Apr 2023
Part 2 Crimes					
Battery	34	16	29	36	31
Narcotics	5	0	11	5	12
Sex Offenses	8	3	3	6	4
Trespassing	1	0	0	1	2
Vandalism	6	6	6	6	7
Weapons	1	0	2	0	1
Totals	55	25	51	54	57

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

APRIL 2023

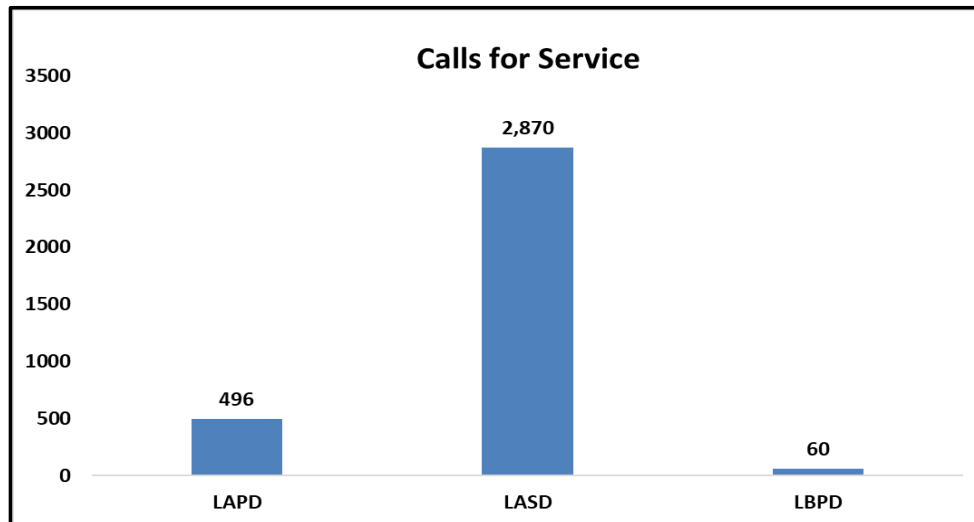
Attachment B

Total Crimes


Crimes Against Persons: violent crimes (i.e., homicide, aggravated assaults) are those in which the victims are always individuals

Crimes Against Property: crimes to obtain money, property, or some other benefit (i.e., theft, vandalism, robbery)

Crimes Against Society: represent society's prohibition against engaging in certain types of activity (i.e., drug violations)



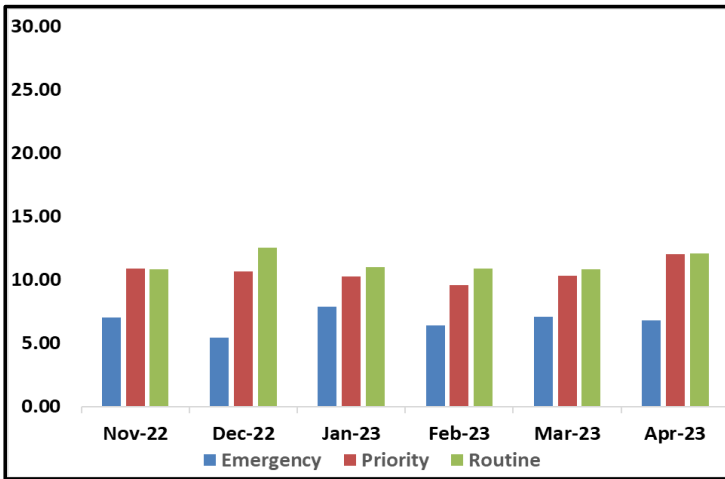
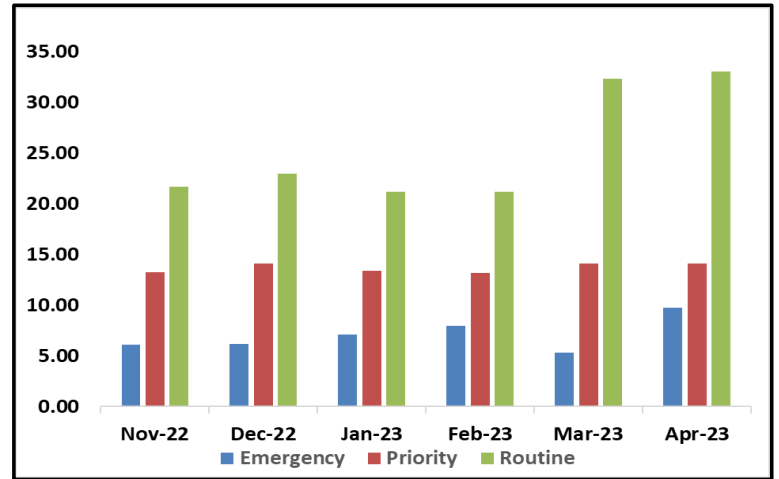
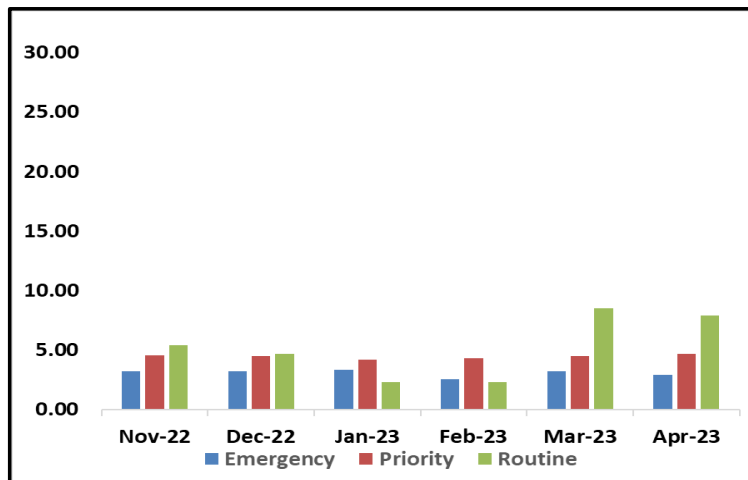
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

APRIL 2023

Attachment B

Average Incident Response Times

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

LAPD

LASD

LBPD


*The Drug Free Campaign and the B/D Supplemental Deployment resulted in increased response times to Routine calls in March and April for all Law Enforcement Agencies.

*Impacts to Emergency and Priority calls were nominal except for LAPD, since they were the most impacted by the increased resource deployments for both efforts.

Transit Police

Monthly Crime Report



Attachment B

	2023	2022	%
	April	April	Change
CRIMES AGAINST PERSONS			
Homicide	1	0	N/A
Rape	2	3	-33.3%
Robbery	38	23	65.2%
Aggravated Assault	43	42	2.4%
Aggravated Assault on Operator	3	3	0.0%
Battery	75	74	1.4%
Battery on Operator	12	11	9.1%
Sex Offenses	14	10	40.0%
SUB-TOTAL	188	166	13.3%
CRIMES AGAINST PROPERTY			
Burglary	2	2	0.0%
Larceny	42	58	-27.6%
Bike Theft	3	5	-40.0%
Motor Vehicle Theft	3	1	200.0%
Arson	0	1	-100.0%
Vandalism	17	21	-19.0%
SUB-TOTAL	67	88	-23.9%
CRIMES AGAINST SOCIETY			
Weapons	15	1	1400.0%
Narcotics	61	7	771.4%
Trespassing	389	12	3141.7%
SUB-TOTAL	465	20	2225.0%
TOTAL	720	274	162.8%
ENFORCEMENT EFFORTS			
Arrests	760	120	533.3%
Citations	676	802	-15.7%
Calls for Service	3,426	1,497	128.9%



SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

APRIL 2023

Attachment B

Crimes

Monthly

System-Wide	Apr-23	Apr-22	% Change
Crimes Against Persons	188	166	13.25%
Crimes Against Property	67	88	-23.86%
Crimes Against Society	465	20	2225.00%
Total	720	274	162.77%

Six Months

System-Wide	Nov-22-Apr-23	Nov-21-Apr-22	% Change
Crimes Against Persons	1,070	1,016	5.31%
Crimes Against Property	369	479	-22.96%
Crimes Against Society	818	109	650.46%
Total	2,257	1,604	40.71%

Annual

System-Wide	May-22-Apr-23	May-21-Apr-22	% Change
Crimes Against Persons	2,023	1,847	9.53%
Crimes Against Property	771	901	-14.43%
Crimes Against Society	1,002	250	300.80%
Total	3,796	2,998	26.62%

Average Emergency Response Times

Monthly

Apr-23	Apr-22	% Change
6:28	5:48	11.49%

Six Months

Nov-22-Apr-23	Nov-21-Apr-22	% Change
5:37	4:59	12.71%

Annual

May-22-Apr-23	May-21-Apr-22	% Change
5:40	4:48	18.06%

Bus Operator Assaults

Monthly

Apr-23	Apr-22	% Change
15	14	7.14%

Six Months

Nov-22-Apr-23	Nov-21-Apr-22	% Change
82	92	-10.87%

Annual

May-22-Apr-23	May-21-Apr-22	% Change
160	148	8.11%

Ridership

Monthly

Apr-23	Apr-22	% Change
23,412,400	21,224,360	10.31%

Six Months

Nov-22-Apr-23	Nov-21-Apr-22	% Change
131,867,831	124,435,254	5.97%

Annual

May-22-Apr-23	May-21-Apr-22	% Change
263,297,665	247,739,119	6.28%

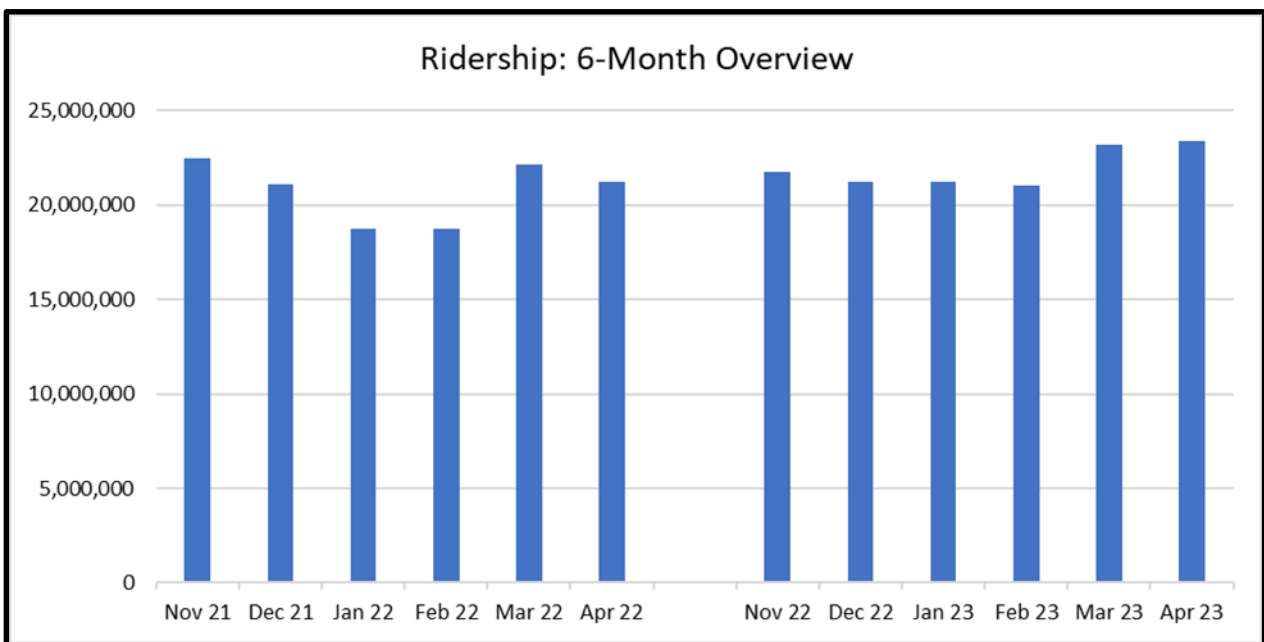
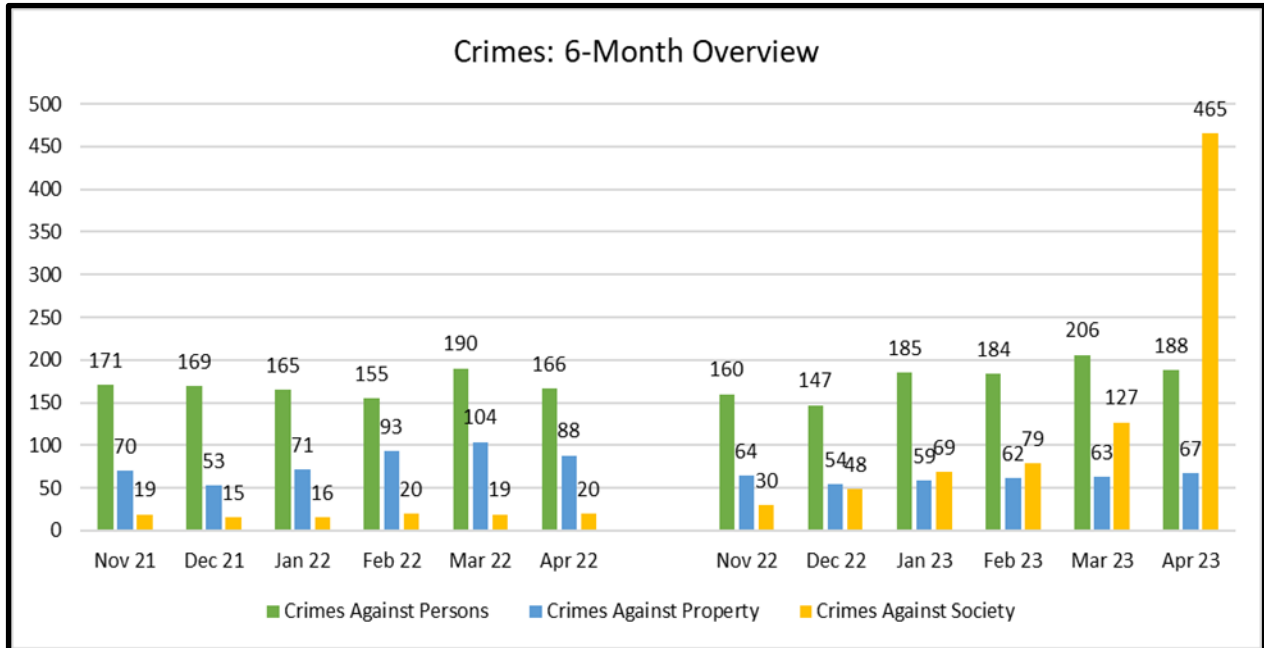


SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

APRIL 2023

Attachment B



A LINE (BLUE)

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	1	2
Rape	0	1	0	2
Robbery	1	1	3	60
Aggravated Assault	1	5	0	49
Aggravated Assault on Operator	0	0	0	0
Battery	1	3	3	69
Battery Rail Operator	0	0	0	1
Sex Offenses	1	2	0	11
SUB-TOTAL	4	12	7	194
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	0	2	6
Larceny	0	2	5	47
Bike Theft	0	0	0	1
Motor Vehicle Theft	0	0	1	7
Arson	0	0	0	1
Vandalism	0	2	0	28
SUB-TOTAL	0	4	8	90
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	0	3	0	15
Narcotics	1	4	0	48
Trespassing	25	1	0	28
SUB-TOTAL	26	8	0	91
TOTAL	30	24	15	375

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	3	15	3	140
Misdemeanor	36	29	1	560
TOTAL**	39	44	4	700

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Misdemeanor Citations	0	0	0	2
Other Citations	23	28	3	423
Vehicle Code Citations	0	0	29	158
TOTAL	23	28	32	581

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	2	515	7	1,809
Priority	18	55	39	1,428
Emergency	4	5	14	329
TOTAL	24	575	60	3,566

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	5%	33%	2%
Proactive	95%	67%	98%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	73%
Blue Line-LASD	82%
Blue Line-LBPD	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	68	0	0	463
Flower St	0	0	0	48
103rd St	5	0	0	180
Wardlow Rd	0	0	4	29
Pacific Ave.	0	0	0	0
Willowbrook	0	82	0	445
Slauson	0	12	0	46
Firestone	0	13	0	45
Florence	0	4	0	68
Compton	0	30	0	113
Artesia	0	12	0	67
Del Amo	0	10	0	75
Long Beach Blvd	0	0	0	2
TOTAL	73	163	4	1,581

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

**Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	14
Pico	2	0	2	13
Grand/LATTC	0	0	7	20
San Pedro St	0	0	4	12
Washington	0	0	13	26
Vernon	1	0	0	9
Slauson	0	0	1	20
Florence	3	1	0	24
Firestone	0	0	3	17
103rd St/Watts Towers	0	0	0	5
Willowbrook/Rosa Parks	7	3	2	84
Compton	1	0	1	21
Artesia	0	0	0	16
Del Amo	1	0	1	26
Wardlow	0	0	0	2
Willow St	1	5	0	19
PCH	3	0	0	14
Anaheim St	1	0	0	8
5th St	1	0	0	3
1st St	1	0	0	6
Downtown Long Beach	1	0	0	11
Pacific Av	1	0	0	3
Blue Line Rail Yard	0	1	0	3
Total	25	10	34	376

B LINE (RED)

ATTACHMENT C
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	4
Rape	0	5
Robbery	7	76
Aggravated Assault	14	109
Aggravated Assault on Operator	0	1
Battery	20	188
Battery Rail Operator	0	2
Sex Offenses	5	21
SUB-TOTAL	46	406
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	10	110
Bike Theft	0	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	4	36
SUB-TOTAL	14	150
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	5	12
Narcotics	40	83
Trespassing	253	358
SUB-TOTAL	298	453
TOTAL	358	1,009

ARRESTS		
AGENCY	LAPD	FYTD
Felony	67	162
Misdemeanor	225	475
TOTAL **	292	637

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	180	287
Vehicle Code Citations	0	78
TOTAL	180	365

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	37	250
Priority	182	1,607
Emergency	16	129
TOTAL	235	1,986

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	10%
Proactive	90%
TOTAL	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	2	2	2	43
Civic Center/Grand Park	1	1	3	23
Pershing Square	4	1	9	54
7th St/Metro Ctr	7	0	11	78
Westlake/MacArthur Park	3	0	46	195
Wilshire/Vermont	7	3	120	185
Wilshire/Normandie	0	0	0	10
Vermont/Beverly	2	0	30	71
Wilshire/Western	1	1	1	22
Vermont/Santa Monica	6	0	18	53
Vermont/Sunset	0	0	2	19
Hollywood/Western	2	0	8	33
Hollywood/Vine	1	1	6	47
Hollywood/Highland	5	1	19	50
Universal City/Studio City	3	1	5	29
North Hollywood	2	3	18	90
Red Line Rail Yard	0	0	0	0
Total	46	14	298	1,002

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	60%

LEGEND
Los Angeles Police Department

***Totals do not include arrests made due to an infraction.*

C LINE (GREEN)

ATTACHMENT C
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	1	2	26
Aggravated Assault	0	2	28
Aggravated Assault on Operator	0	0	0
Battery	2	1	36
Battery Rail Operator	0	2	2
Sex Offenses	0	1	3
SUB-TOTAL	3	8	96
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	2
Larceny	4	2	37
Bike Theft	0	1	3
Motor Vehicle Theft	0	0	10
Arson	0	0	0
Vandalism	0	2	15
SUB-TOTAL	4	5	67
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	2	12
Narcotics	0	0	36
Trespassing	6	0	7
SUB-TOTAL	6	2	55
TOTAL	13	15	218

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	4	61
Misdemeanor	25	2	207
TOTAL**	29	6	268

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	14	1	304
Vehicle Code Citations	0	3	324
TOTAL	14	4	628

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	3	644	2,397
Priority	13	49	672
Emergency	0	4	69
TOTAL	16	697	3,138

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	12%	42%
Proactive	88%	58%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	2	0	0	13
Douglas	0	1	0	8
El Segundo	0	0	0	8
Mariposa	0	0	0	4
Aviation/LAX	0	1	0	16
Hawthorne/Lennox	1	1	0	17
Crenshaw	1	1	0	22
Vermont/Athens	0	0	0	14
Harbor Fwy	2	1	3	13
Avalon	1	2	3	14
Willowbrook/Rosa Parks	0	0	1	24
Long Beach Bl	0	0	0	24
Lakewood Bl	1	0	0	11
Norwalk	3	2	1	30
Total	11	9	8	218

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	73%
Green Line-LASD	90%

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

***Totals do not include arrests made due to an infraction.*

E LINE (EXPO)

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	3	2	38
Aggravated Assault	0	1	22
Aggravated Assault on Operator	0	0	0
Battery	3	0	40
Battery Rail Operator	0	0	1
Sex Offenses	0	0	6
SUB-TOTAL	6	3	108
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	0	32
Bike Theft	0	1	4
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	5
SUB-TOTAL	3	1	41
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	59	0	63
SUB-TOTAL	59	0	63
TOTAL	68	4	212

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	8	2	29
Misdemeanor	81	0	121
TOTAL**	89	2	150

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	49	1	98
Vehicle Code Citations	0	0	12
TOTAL	49	1	110

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	8	268	1,194
Priority	47	23	783
Emergency	6	0	87
TOTAL	61	291	2,064

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	7%	49%
Proactive	93%	51%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	76%
Expo Line-LASD	93%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	68	0	1,294
Santa Monica	0	38	149
Culver City	0	6	33
TOTAL	68	44	1,476

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

**Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	2	1	0	9
Pico	0	1	0	4
LATTC/Ortho Institute	0	0	1	6
Jefferson/USC	0	0	1	8
Expo Park/USC	0	0	4	13
Expo/Vermont	0	0	28	43
Expo/Western	2	0	5	26
Expo/Crenshaw	0	0	18	33
Farmdale	0	0	0	9
Expo/La Brea	2	1	1	8
La Cienega/Jefferson	0	0	0	6
Culver City	2	1	0	11
Palms	0	0	0	4
Westwood/Rancho Park	0	0	0	1
Expo/Sepulveda	0	0	0	3
Expo/Bundy	0	0	1	4
26th St/Bergamot	0	0	0	2
17th St/SMC	0	0	0	2
Downtown Santa Monica	1	0	0	20
Expo Line Rail Yard	0	0	0	0
Total	9	4	59	212

G LINE (ORANGE)

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	6
Aggravated Assault	2	7
Aggravated Assault on Operator	0	0
Battery	1	13
Battery Bus Operator	1	4
Sex Offenses	0	1
SUB-TOTAL	5	31
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	1
Bike Theft	1	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	1
SUB-TOTAL	1	4
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	1
Narcotics	2	2
Trespassing	0	3
SUB-TOTAL	2	6
TOTAL	8	41

ARRESTS		
AGENCY	LAPD	FYTD
Felony	4	13
Misdemeanor	15	29
TOTAL**	19	42

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	265
Vehicle Code Citations	64	930
TOTAL	64	1,195

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	3	10
Priority	2	77
Emergency	1	5
TOTAL	6	92

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	8%
Proactive	92%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	78%

LEGEND	
Los Angeles Police Department	

**Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	1	1	1	8
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	2	0	0	3
Van Nuys	0	0	0	3
Sepulveda	0	0	0	1
Woodley	0	0	0	3
Balboa	0	0	0	4
Reseda	0	0	0	2
Tampa	0	0	0	4
Pierce College	0	0	0	1
De Soto	0	0	0	1
Canoga	0	0	1	3
Warner Center	0	0	0	0
Sherman Way	1	0	0	3
Roscoe	0	0	0	1
Nordhoff	0	0	0	0
Chatsworth	1	0	0	3
Total	5	1	2	40

J LINE (SILVER)

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	1
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	1
Battery	1	0	5
Battery Bus Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	1	0	11
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	2
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	3
SUB-TOTAL	0	0	5
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	2
Trespassing	0	0	0
SUB-TOTAL	0	0	2
TOTAL	1	0	18

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	2
Misdemeanor	0	2	10
TOTAL**	0	2	12

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	0	241
Vehicle Code Citations	101	0	900
TOTAL	101	0	1,141

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	13	70
Priority	0	6	54
Emergency	0	0	4
TOTAL	1	19	128

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	4%	10%
Proactive	96%	90%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	87%
Silver Line- LASD	83%

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

**Totals do not include arrests made due to an infraction.

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	4
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	0	0	0	0
37th St/USC	0	0	0	0
Slauson	0	0	0	5
Manchester	0	0	0	1
Harbor Fwy	0	0	0	2
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	1	0	0	5
Carson	0	0	0	1
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	0
Total	1	0	0	18

K LINE

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	0	0	3
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	1
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	1	0	1
Narcotics	0	0	0
Trespassing	0	0	0
SUB-TOTAL	1	0	1
TOTAL	1	0	5

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	0	1
Misdemeanor	22	0	28
TOTAL**	23	0	29

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	8	0	14
Vehicle Code Citations	0	0	0
TOTAL	8	0	14

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	2	170	524
Priority	7	5	79
Emergency	1	0	4
TOTAL	10	175	607

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	7%	52%
Proactive	93%	48%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Expo / Crenshaw	0	0	0	0
Martin Luther King Jr Station	0	0	1	3
Leimert Park Station	0	0	0	0
Hyde Park Station	0	0	0	1
Fairview Heights Station	0	0	0	0
Downtown Inglewood Station	0	0	0	0
Westchester / Veterans Station	0	0	0	1
Total	0	0	1	5

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
K Line - LAPD	78%
K Line - LASD	90%

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

**Totals do not include arrests made due to an infraction.

L LINE (GOLD)

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	1	15
Aggravated Assault	0	7	25
Aggravated Assault on Operator	0	0	1
Battery	2	2	30
Battery Rail Operator	0	0	0
Sex Offenses	0	1	8
SUB-TOTAL	2	11	79
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	16
Bike Theft	0	0	3
Motor Vehicle Theft	0	1	3
Arson	0	0	1
Vandalism	0	0	12
SUB-TOTAL	1	1	35
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	7
Narcotics	2	0	19
Trespassing	25	2	49
SUB-TOTAL	27	2	75
TOTAL	30	14	189

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	6	6	58
Misdemeanor	42	29	485
TOTAL**	48	35	543

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	27	41	580
Vehicle Code Citations	0	0	21
TOTAL	27	41	601

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	6	760	2,978
Priority	22	58	986
Emergency	4	7	120
TOTAL	32	825	4,084

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	7%	41%
Proactive	93%	59%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	2	0	1	20
Azusa Downtown	0	0	0	17
Irwindale	0	0	0	7
Duarte/City of Hope	0	0	0	7
Monrovia	1	0	0	7
Arcadia	0	0	0	10
Sierra Madre Villa	0	1	0	13
Allen	1	0	0	3
Lake	4	0	1	23
Memorial Park	1	0	0	4
Del Mar	2	0	0	3
Fillmore	0	0	0	7
South Pasadena	0	0	0	2
Highland Park	0	0	4	8
Southwest Museum	0	0	11	15
Heritage Square	0	0	7	7
Lincoln/Cypress	0	0	1	3
Chinatown	0	0	3	7
Union Station	2	1	0	12
Little Tokyo/Arts Dist	0	0	0	0
Pico/Aliso	0	0	1	3
Mariachi Plaza	0	0	0	2
Soto	0	0	0	2
Indiana (both LAPD & LASD)	0	0	0	5
Maravilla	0	0	0	0
East LA Civic Ctr	0	0	0	0
Atlantic	0	0	0	2
Total	13	2	29	189

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	74%
Gold Line-LASD	89%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	0	0	1
Arcadia Station	0	31	76
Irwindale	0	60	177
Monrovia	0	23	57
City of Pasadena	0	63	206
Magnolia Ave	0	0	0
Duarte Station	0	28	68
City Of Azusa	0	32	103
South Pasadena	0	19	67
City Of East LA	0	93	163
Figueroa St	0	0	8
TOTAL GOAL= 10	0	349	926

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

**Totals do not include arrests made due to an infraction.

BUS PATROL

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	12	3	74
Aggravated Assault	4	2	100
Aggravated Assault on Operator	2	1	25
Battery	17	2	241
Battery Bus Operator	7	2	99
Sex Offenses	4	0	34
SUB-TOTAL	46	10	573
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	9	5	103
Bike Theft	0	0	7
Motor Vehicle Theft	0	1	4
Arson	0	0	1
Vandalism	6	1	63
SUB-TOTAL	15	7	179
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	26
Narcotics	3	7	101
Trespassing	1	1	12
SUB-TOTAL	4	9	139
TOTAL	65	26	891

LASD's Crimes per Sector		
Sector		FYTD
Westside	5	33
San Fernando	1	8
San Gabriel Valley	1	36
Gateway Cities	6	123
South Bay	13	143
Total	26	343

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	23
West Valley	5	21
North Hollywood	1	14
Foothill	1	6
Devonshire	1	5
Mission	0	9
Topanga	0	5
Central Bureau		
Central	9	89
Rampart	7	36
Hollenbeck	0	7
Northeast	2	13
Newton	5	40
West Bureau		
Hollywood	1	31
Wilshire	5	26
West LA	0	14
Pacific	0	9
Olympic	8	53
Southwest Bureau		
Southwest	6	56
Harbor	0	6
77th Street	5	59
Southeast	8	25
Total	65	547

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	3	5	188
Misdemeanor	5	46	848
TOTAL**	8	51	1,036

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	71	1,018
Vehicle Code Citations	0	11	387
TOTAL	0	82	1,405

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	3	169	1,557
Priority	6	114	1,261
Emergency	0	5	102
TOTAL	9	288	2,920

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	11%	4%
Proactive	89%	96%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	81%
LASD BUS	92%

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

**Totals do not include arrests made due to an infraction.

UNION STATION

ATTACHMENT C

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	1	2
Robbery	1	6
Aggravated Assault	5	31
Aggravated Assault on Operator	0	0
Battery	17	117
Battery Rail Operator	0	0
Sex Offenses	0	9
SUB-TOTAL	24	165
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	4
Larceny	2	29
Bike Theft	0	3
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	14
SUB-TOTAL	3	50
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	3	5
Narcotics	2	3
Trespassing	10	37
SUB-TOTAL	15	45
TOTAL	42	260

ARRESTS		
AGENCY	LAPD	FYTD
Felony	3	35
Misdemeanor	36	138
TOTAL**	39	173

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	8	67
Vehicle Code Citations	0	7
TOTAL	8	74

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	11	97
Priority	66	491
Emergency	9	47
TOTAL	86	635

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

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	72%

LEGEND

Los Angeles Police Department

**Totals do not include arrests made due to an infraction.

7TH & METRO STATION

ATTACHMENT C
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - APRIL 2023

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	0	8
Aggravated Assault	0	10
Aggravated Assault on Operator	0	0
Battery	0	20
Battery Rail Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	0	39
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	2
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	0
SUB-TOTAL	0	2
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	6	12
SUB-TOTAL	6	12
TOTAL	6	53

ARRESTS		
AGENCY	LAPD	FYTD
Felony	1	3
Misdemeanor	29	37
TOTAL**	30	40

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	14	25
Vehicle Code Citations	0	5
TOTAL	14	30

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	3	7
Priority	10	37
Emergency	3	6
TOTAL	16	50

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	14%
Proactive	86%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT 7TH & METRO STATION	
LOCATION	LAPD
7th & Metro Station	76%

LEGEND
Los Angeles Police Department

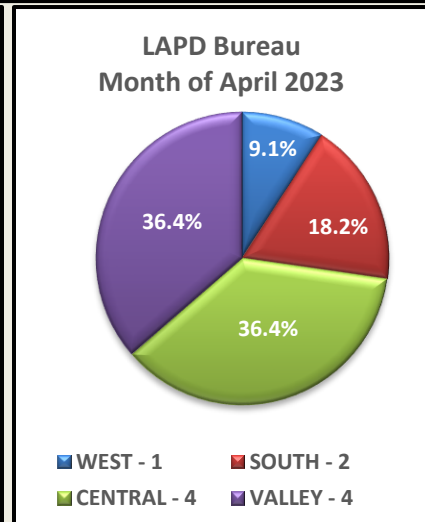
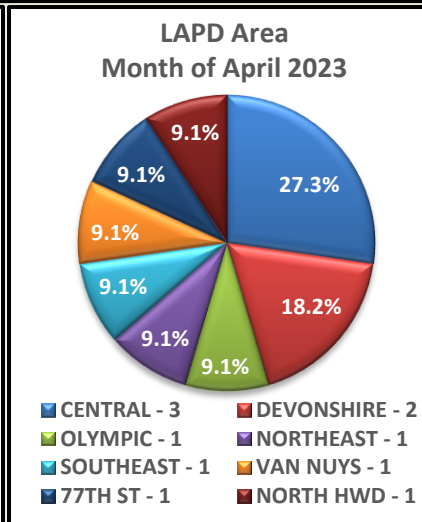
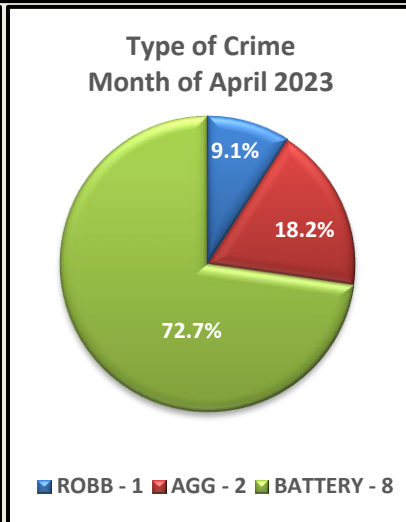
***Totals do not include arrests made due to an infraction.*



Los Angeles Police Department - Transit Services Division Monthly Bus / Rail Operator Assault Recap Report



APRIL 2023



DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
04/01/23 @ 1200 HRS	5 TH & Wall Bus # 8547 Line # 16	BATTERY Suspect entered bus with food. Victim advised food was not allowed on the bus and an argument ensued. Suspect became enraged and spat on victim. Suspect exited bus and fled. INJURIES: Spit on face. To Nervous To Continue. NO ARREST	M/B 40 YOA	Unkn Unkn	Unkn
04/01/23 @ 1700 HRS	Orange Line N. HWD Station Bus # 19501 Line 901	ROBBERY Suspect entered bus and advised she left her property on another bus and asked victim to contact the other bus to retrieve her property. Victim parked the bus, exited and advised he was unable to contact another bus. Suspect became irate, entered bus, sat in the driver's seat and began pressing the brake pedals with her feet, while asking victim how to start the bus. Victim ordered suspect to get out of the bus. The suspect reached down to the floor board and retrieve victim's lunch box. Victim then spilled water on the dashboard, exited bus and swung victim's lunch box at victim. Suspect then removed victim's cell from victim's rear pocket and stated, "I'm going to take that." Suspect fled location. NO INJURIES. NO ARREST	F/B 30 YOA	Yes Yes	No

Monthly Bus / Rail Operator Assaults Recap Report

April 2023

Page 2

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
04/08/23 @ 1430 HRS	Venice & Broadway Bus # 8737 Line # 4	BATTERY Suspect entered bus with foul body odor. Victim asked suspect to exit and offered to return suspect's bus fare. Suspect accepted the returned bus fare and then spat in victim's face. INJURIES: Spit on face. NO ARREST	M/B 20 YOA	Yes Yes	Unkn
04/08/23 @ 0130 HRS	Orange Line Chatsworth Station Bus # 19512 Line # 901	BATTERY Victim arrived at the last stop and observed suspect sleeping. Victim approached victim and advised multiple times that he had to exit. Suspect did not respond. Victim tapped his feet and again asked suspect to exit. Suspect became angry, sat up from his seat and began to punch victim multiple times with a closed fist. Victim fell to the ground and suspect continued to punch and kick victim. Victim was able to exit bus. Suspect exited and punched victim's face. Victim raised his arms to protect himself. Suspect fled location. INJURIES: Facial Abrasions. NO ARREST	M/H 45 YOA	Unkn Unkn	N/A
04/10/23 @ 1918 HRS	3 rd Street & Grand Ave Bus # 3864 Line # 60	BATTERY Suspect asked victim if he was going to stop on Figueroa. Victim replied, "no." Suspect became irate and yelled profanities. Suspect then spat towards victim's face but only landed partially on victim's face due to the bus plastic barrier. Suspect exited bus and fled location. INJURIES: Spat on face. NO ARREST	M/H 20 YOA	Unkn Unkn	Yes
04/12/23 @ 1820 HRS	Van Nuys Bl & Ventura Bl Bus # 8488 Line # 761	Victim observed suspect enter bus in an irate manner. Victim advised suspect to calm down or exit the bus. Suspect approached victim, pulled out an aluminum baseball bat from a rolling luggage bag and swung the bat once at victim but only hit the plastic barrier. Suspect exited bus and engaged in a physical altercation with another person outside the bus. Suspect then approached the rear of the bus and struck two-glass windows causing damage. INJURIES: Bleeding thumb from broken glass. ARREST 04/25/23.	F/B 32 YOA	Yes Yes	Yes
04/13/23 @ 0635 HRS	Orange Line Chatsworth Station Bus # 1955 Line # 901	BATTERY Suspect entered bus and began yelling and trying to give victim directions. As victim pulled away from the bus stop, suspect lost his balance and hit his shoulder on the bus polls. Suspect became more upset and continued to yell at victim. Suspect grabbed a bag of face mask and threw them at victim, hitting victim's face as he drove. Suspect continued to threaten victim stating he would beat victim up. INJURIES: Facial Pain. To Nervous To Continue. ARREST	M/B 48 YOA	Unkn Unkn	No

Monthly Bus / Rail Operator Assaults Recap Report

April 2023

Page 3

DATE & TIME	BUS / RAIL# LOCATION	NARRATIVE	SUSP INFO	TRANSIENT AND / OR MENTALLY DISABLED	BARRIER UTILIZED
04/17/23 @ 0805 HRS	Normandie & Santa Monica Bus # 4044 Line # 4	BATTERY Suspect entered bus and sat on the emergency safety box. Victim advised suspect to move due to it being against policy. Suspect became irate and began to argue with victim. Victim advised suspect he had to exit bus. Suspect refused. Victim stepped out the bus and waited for a supervisor to arrive. Victim accidentally stepped on suspect's foot. Suspect then pushed victim and fled location. NO INJURIES. NO ARREST	F/W 33 YOA	Unkn Unkn	Unkn
04/18/23 @ 1145 HRS	Figueroa & Manchester Bus # 5805 Line # 115	ADW Victim drove bus and observed suspect riding a bicycle and following the bus. Victim stopped the bus and observed suspect take off his backpack and reached his hand into backpack. Victim found this concerning and continued to drive bus. Victim observed suspect continue riding his bike and follow bus. Suspect then approached the front of the bus and began to yell at victim tell her she was driving slow. Victim then heard a loud noise followed by the driver side window shattering. Fearful, victim continued to drive until she was able to pull over at Manchester & Figueroa. Officers arrived and discovered a marble sized silver metal sphere on the bus floorboard. INJURIES: Victim suffered superficial cuts from the shattered glass. Victim transported by RA to Centinela Hospital. NO ARREST	M/B 30 YOA	Unkn Unkn	N/A
04/27/23 @ 0030 HRS	Vermont & Beverly Bus # 9543 Line# 204	BATTERY Victim stopped the bus due to an unruly passenger. Suspect became angry and demanded victim continue to operator bus. Suspect approached the plastic barrier and swung his fist around the barrier and attempted to strike victim. Victim opened the barrier causing suspect to back up and as victim stoop up to defend himself, suspect walked away from the driver and towards the back of the bus. Suspect eventually exited bus and fled location. NO INJURIES. NO ARREST	M/B 30 YOA	Unkn Unkn	Yes
04/08/23 @ 1055 HRS	Imperial Hwy & Figueroa St Bus # 1594 Line # 81	BATTERY Victim stopped at the designated bus stop to pick up suspect. Suspect entered bus and stated, "I do not have money," followed by screaming profanities towards victim. Victim told suspect to exit bus. Suspect then spat on victim, making contact with victim's eyes. Suspect exited bus and fled location. INJURIES: Spit on Eyes. To Nervous To Continue. NO ARREST			



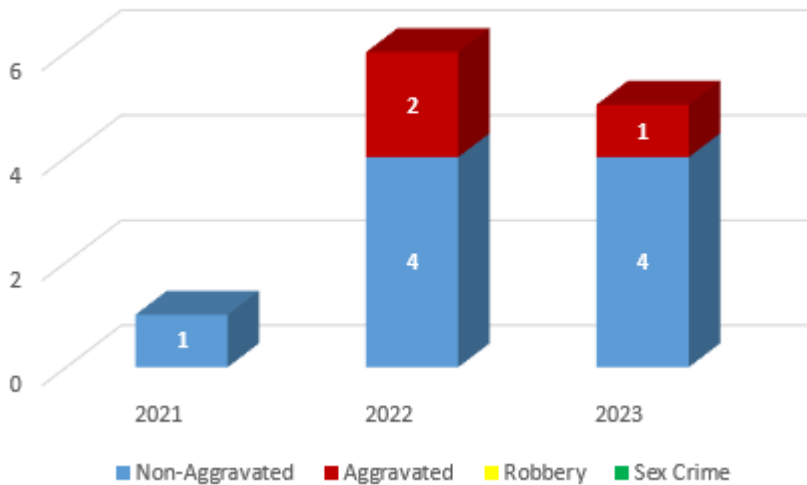
Monthly Bus/Rail Operator Assault Report



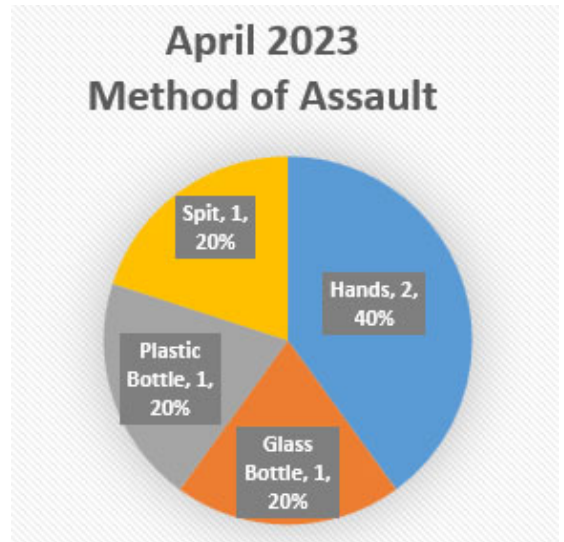
April 2023

April Bus/Rail Operator Assaults

April 2021 - 2023 Assaults



April 2023 Method of Assault



In April, there was one aggravated assault with an arrest, and 4 non-aggravated assaults with 1 arrest, 1 non-desirous, and 1 mentally ill suspect.

Date	Time	Line	Bus #	Narrative	Barrier
4/7/2023	7:59	L134	6055	Malibu 4/7 0750hrs - Sus transient female hit bus op - sus is mentally ill	Yes
4/13/2023	8:30	Train	N/A	Redondo Beach 4/13 0830hrs Sus MH/31yrs arrested for hitting rail op for waking him up on train	N/A (o)
4/13/2023	12:36	L246	1788	Carson 4/13 1236hrs Sus MB/25yrs spit on bus op when bus passed his stop - Op non-desirous	Yes
4/22/2023	14:40	L251	8566	South Gate 4/22 1440hrs Sus transient MH/58yrs arrested for throwing glass bottle at bus op	Yes
4/24/2023	13:00	Platform	N/A	Norwalk 4/24 1330hrs - Sus MB threw bottle at rail op	N/A (o)

*B (NU): Barrier installed, not used; N/A (o): Not applicable, assault occurred outside of barrier



System Security & Law Enforcement

Attachment E

Sexual Crime / Harassment Calls for Service April 2023

Calls related to sexual harassment are routed through Metro Transit Security Operations Center, which then transfers the caller to a free 24/7 hotline — Center for the Pacific Asian Family Inc., and Sister Family Services — that can provide more directed counseling. Between April 1st and April 30th, Metro Transit Security, LAPD, LASD, and LBPD received fifteen (15) incidents and referred all victims of sexual harassment to the above free hotlines.

April 2023 Incident Type & Totals					
	LAPD	LASD	LBPD	MTS	SSLE
Sexual Harassment	0	0	0	0	0
Sexual Battery	7	2	0	0	9
Lewd Conduct	1	0	0	0	1
Indecent Exposure	1	2	0	0	3
Rape	1	1	0	0	2
TOTAL	10	5	0	0	15

Counseling Information Provided	
	April 2023
YES	15
NO- If no, why?	0
Gone On Arrival	0
Did Not Have Info	0
Telephonic Report	0
Not Offered	0
Refused	0
Officer Witnessed Incident	0
TOTAL	15



System Security & Law Enforcement

Attachment E

Metro Partner	Call Type	Incident (Date/ Time)	Location of Occurrence
LAPD	Lewd Conduct	4/2/23 2330 hrs.	Red (Vermont/Beverly)
LAPD	Rape	4/2/23 0000 hrs.	Union Stn
LAPD	Sexual Battery	4/10/23 1020 hrs.	Bus #8763
LAPD	Sexual Battery	4/16/23 0515 hrs.	Red (Universal)
LAPD	Indecent Exposure	4/16/23 2217 hrs.	Red (7th & Metro)
LAPD	Sexual Battery	4/20/23 2100 hrs.	Red (Hollywood/Vine)
LAPD	Sexual Battery	4/23/23 2200 hrs.	Red Train #514 (Union)
LAPD	Sexual Battery	4/25/23 0737 hrs.	Line 204 (Unk bus)
LAPD	Sexual Battery	4/28/23 1330 hrs.	Orange Line (Unk bus)
LAPD	Sexual Battery	4/29/23 1150 hrs.	Blue (7th & Metro)
LASD	Sexual Battery	04/05/23 0100-0300hrs	Norwalk Station
LASD	Sexual Battery	04/20/23 1645hrs	Compton Station
LASD	Indecent Exposure	04/20/23 0400hrs	On train between 103rd and Imperial
LASD	Indecent Exposure	04/28/23 1730-1800hrs	On train between Monrovia and Duarte
LASD	Rape	04/29/23 2300hrs	On Train between Imperial and Firestone

Monthly Public Safety Update

Gina Osborn
Chief Safety Officer

Deployment Campaigns: April Updates

Drug-Free Metro Campaign

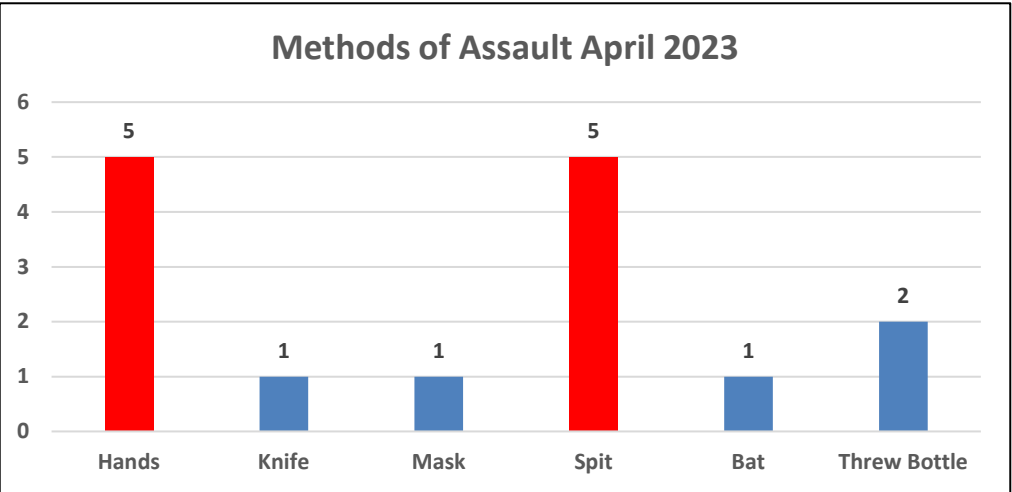
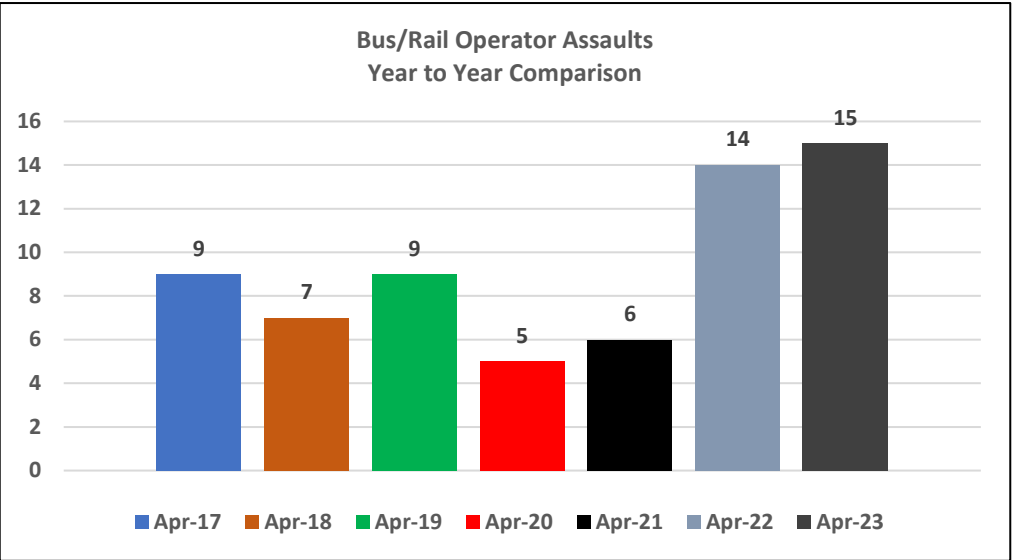
- 393 citations and 217 warnings issued by Metro Transit Security.
- 327 drug related arrests by law enforcement.
- A reduction of Customer Call Center complaints by 17%.
- Transit Watch App reporting on drug issues decreased by 30% in Week 11 when compared to Week 9.

B/D (Red/Purple) Line Supplemental Deployment

The first week of the deployment resulted in the following activities, which are tracked separately from the Drug-Free Metro Campaign:

- Citations: 107
- Warnings: 200
- Arrests: 45
- Ejections: 1,786
- Law Enforcement Homeless Outreach Teams
 - Outreach: 399 individuals
 - Acceptance of services: 225 individuals.

April 2023 Operator Assaults



- Bus/Rail **operator assaults decreased from 23 in March to 15 in April**
- Spitting and assaults with hands continue to be top methods of assault.
- Disorderly conduct and Other(suspect agitated prior to boarding) were the top reasons for incidents

Reason	Count
Other	3
Disorderly	5
Asked to Exit	2
Fare	1
Missed Stop	1
Policy/Food	1
Demand Stop	1
No Reason	1
Grand Total	15

April Public Safety Trends and Statistics

- During April, Metro experienced higher levels of law enforcement presence across the entire system in comparison to previous months, creating more visibility and rider compliance with Metro's Code of Conduct.
- Aggravated assault on the rail system showed a 10% reduction when compared to the prior year, however, there was a slight increase on the bus system.
- Property crimes remain low across the system, despite a slight increase compared to March 2023 (46 vs 49). The largest increase occurred on the bus system.
- Crimes Against Society increased to 61 versus 7 in April 2022.
- 389 trespassing arrests of those not using Metro for the purpose of transit, of which 371 (95%) occurred on the rail system.
- 65% of both trespassing and narcotics related arrests (253 and 40 respectively) occurred on the B/D (Red/Purple) Line.

Metro Ambassadors Update

SUPPORT

Metro Ambassadors continue to support riders, connect riders to resources, and report incidents or maintenance needs. They were deployed on the K Line, L Line (Gold), B Line, (Red), D Line (Purple), A Line (Blue), C Line (Green), and J Line (Silver), as well as bus lines 210, 40, 20, and 720.

Narcan Training: Since April 17, 2023, Ambassadors have been certified and equipped to carry and administer Narcan and reported two Narcan incidents to date:

- 4/20/2023 - North Hollywood Station
- 4/21/2023 - Hollywood / Vine Station

CONNECT

Conducted **51,865** customer interactions

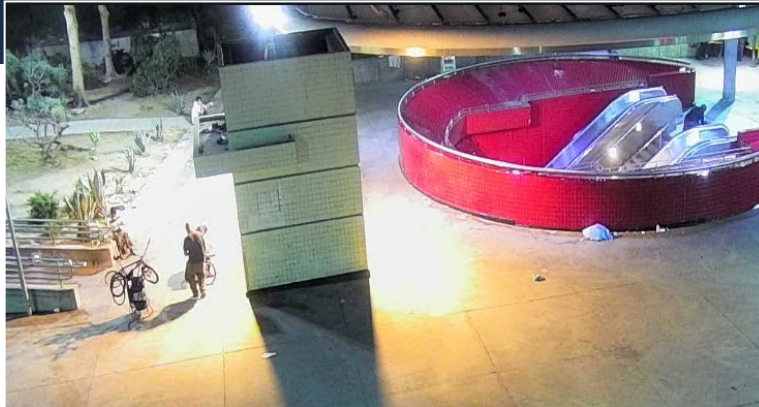
REPORT

- 1,171 cleanliness issues
- 264 elevator and escalator problems
- 242 graffiti incidents
- 172 safety issues

Training Update:

- **13 trainees** successfully graduated from training on 4/28.

MACARTHUR PARK | CARE-CENTERED IMPROVEMENTS



Before & After: Lighting & CCTV upgrades in hiding spots previously used for illicit activity, improving elevator and end-of-platform



Record on-site enrollment (1,300+ new signups) in LIFE program (Low Income Fare is Easy)



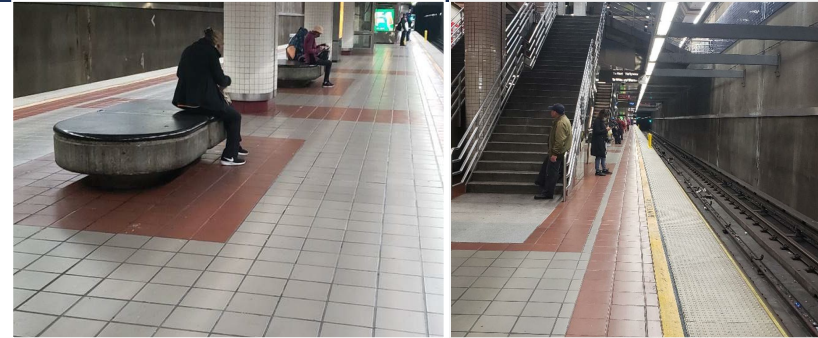
Layered staffing approach includes Transit Ambassadors, TAP Blue Shirts, Homeless Outreach, Security and Law Enforcement



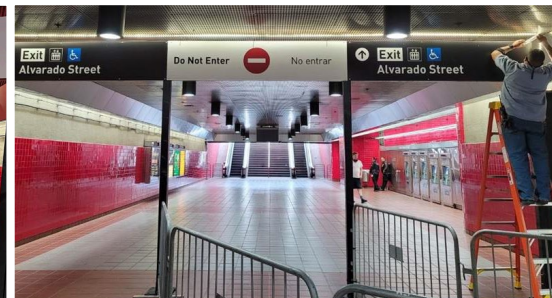
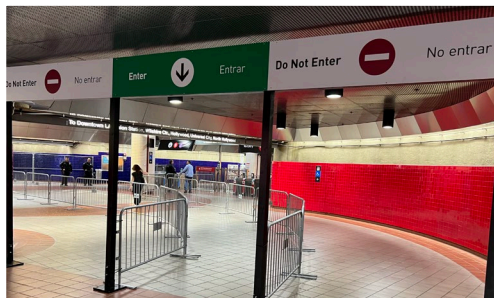
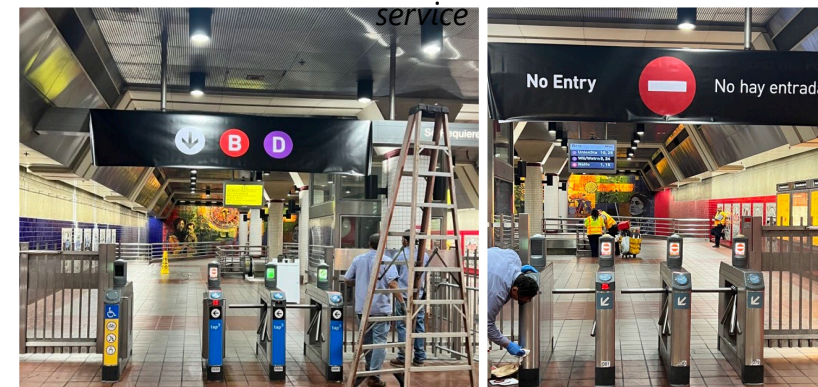
Before & After: Underutilized Park & Ride Lot repurposed into Mobile Health & Harm Reduction Clinic for people experiencing homelessness

MACARTHUR PARK | EARLY FINDINGS & NEXT STEPS

- Preliminary data shows a) measurable improvements to public safety, customer experience and operations, b) equitable outcomes and c) strong support from station users and vendors
 - Emergency swing gate misuse **-65% reduction**
 - Vandalism/graffiti **-55% reduction**
 - Valid faregate entries **+101% increase**
 - **Up to 95% station users support pilot improvements** (150+ riders surveyed, majority who live in station area)
 - Station Music and Transit Ambassadors had most riders stating this improvement “made the experience at the station much better”
 - 95% riders say the faregate compliance pilot has increased their safety waiting on the train platform
 - Surveyed vendors unanimously feel safer than before
- **July 2023:** Share detailed findings and recommendations, continue improvements to plaza level with new artwork, eliminating hiding areas and adding other aesthetic improvements to plaza level



Clean and available benches for Metro riders; stairwells now clear of illicit activity; cleaner track beds for reliable



Faregate compliance pilot with updated entrance/exit pathways, upgraded wayfinding and layered staffing has improved customer experience



Board Report

File #: 2023-0382, File Type: Program

Agenda Number:

REGULAR BOARD MEETING
JUNE 22, 2023

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

The Pay-As-You-Go (PAYG) Pilot was approved by the Board in January 2019 as a time-limited pilot to evaluate the effects of reducing the penalties associated with using the ExpressLanes for drivers without FasTrak transponders. At the time of approval, Metro staff committed to conducting an evaluation of the Pilot’s impacts and to report back to the Board at the conclusion of the Pilot period with findings. This Board Report addresses the impacts of the Pilot, and its associated recommendation regarding the future of the PAYG Program.

BACKGROUND

The Metro ExpressLanes are High-Occupancy Toll (HOT) lanes on I-110 and I-10 in Los Angeles County. They allow toll-free access to High Occupancy Vehicles (HOVs) while also offering non-HOV

drivers the opportunity to use them by paying a toll that varies depending on the level of demand. Fundamentally, the ExpressLanes use pricing to optimize both lane utilization and performance by targeting usage levels that are just below the carrying capacity of the lanes. As demand for the ExpressLanes increases, toll prices will rise for all non-HOV users to manage the increase in demand to maintain lane performance. If at any given time demand for the ExpressLanes becomes so great that the maximum toll rate is insufficient to keep demand below capacity, the lanes temporarily revert into conventional HOV lanes until demand subsides (a transient operational condition referred to as “HOV Only” mode).

Before the HOT lanes opened on I-110 and I-10 in 2012 and 2013, they were HOV lanes. Prior to the conversion, non-HOVs had no legal way to access the lanes-but now as HOT lanes, drivers can pay a toll to save time when they need it the most. Formerly, non-HOVs illegally accessing the HOV lanes were subject to a minimum fine, which is currently \$490. However, drivers that access the HOT lanes now without FasTrak pay only the toll plus a smaller processing fee, representing a 98% reduction in cost compared to the current HOV violation fee. Moreover, the processing fee can be avoided by opening an ExpressLanes account. The conversion from HOV lanes to HOT lanes was made possible by a \$210.6 million grant from USDOT, of which 63.7% was used to fund transit improvement projects and investments along the ExpressLanes corridors, including Silver Line and municipal operator service, a new El Monte Station, and improvements to Harbor Gateway Transit Center, Manchester and Slauson Stations, to free up capacity on the already congested HOV lanes for single occupant toll lane use. In addition, equity benefits were provided to the communities affected during the lane conversion, including provision of additional incremental transit services, active transportation programs and system connectivity improvements through grant funding.

The PAYG pilot reduced the cost of using the ExpressLanes without a FasTrak transponder by temporarily removing the \$25 violation penalty and replacing it with a significantly lower \$4 processing fee for non-FasTrak trips. This \$4 fee was designed and intended to match the costs of processing each PAYG notice, thereby keeping the PAYG pilot cost-neutral. For PAYG trips, the Roadside Toll Collection System captures photos of the vehicles as they traverse toll points, and the registered vehicle owners receive notices by mail to pay the tolls and fees due. These PAYG notices can be paid through the ExpressLanes website, over the phone, at neighborhood Pay-Near-Me locations (participating 7-Eleven locations), or in person at an ExpressLanes service center (Torrance and El Monte).

California Streets and Highways Code 149.9 and the Ordinance for Enforcement of Toll Violations (“Toll Ordinance”) jointly establish the requirement that all vehicles in the Metro ExpressLanes carry FasTrak transponders. As part of the PAYG Pilot, CHP stopped issuing citations for those driving the ExpressLanes without a transponder as of January 2020; if the Board elects to make this Pilot permanent, CHP would continue to follow this course of action with respect to transponders moving forward. Consistent with ExpressLanes regulatory requirements, under the new PAYG Pilot anyone using the ExpressLanes without a FasTrak transponder still receives a PAYG Notice of Toll Evasion Violation that includes the toll amount for the trip and a \$4 processing fee as opposed to the original \$25 penalty. If the balance due on a PAYG notice is not paid by the date indicated on the notice, it incurs penalties for delinquency, as shown in Attachment A.

The Board approved the PAYG Pilot in January 2019 and subsequently approved the necessary changes to the Toll Ordinance to enact the Pilot in January 2020. Public outreach and education about the PAYG Pilot was conducted primarily through the website and roadside signage along the I-10 and I-110 ExpressLanes corridors, due to the targeted nature of those communications and the constraints imposed by the COVID-19 pandemic at the time. The Pilot was initially intended to have a duration of one year, effective as of January 5, 2020. However, in 2021 the Pilot period was extended to allow sufficient time for the disruptive and unprecedented effects of the COVID-19 pandemic on ExpressLanes traveler behaviors, traffic patterns, and revenue trends to subside before conducting the Pilot evaluation.

The evaluation specifically seeks to address the following questions regarding the PAYG Pilot's impact:

1. How effective was the Pilot at making the ExpressLanes available to more drivers?
2. How effective was the Pilot at reducing the fees/penalties paid by non-FasTrak users to offer more opportunities for access to the ExpressLanes?
3. How effective was the Pilot at reducing revenue losses associated with non-payment of notices for non-FasTrak trips?
4. How effective was the Pilot at opening up the ExpressLanes to occasional users?
5. What effect did the pilot have on congestion/mobility in the ExpressLanes?

These questions are consistent with the stated objective of seeking "ways that the ExpressLanes can be made available to more drivers" with consideration for occasional and last minute users as provided in the Board approved Motion #42 (Attachment B).

DISCUSSION

To assess the pilot's effectiveness at making the ExpressLanes available to more drivers, the evaluation considered the changes that occurred to ExpressLanes trip volumes by non-FasTrak transponder users (i.e., PAYG users) after the Pilot was implemented. In the "Before PAYG" period, 3.70% of all ExpressLanes trips were made by drivers without a FasTrak transponder. In the "With PAYG" period, this percentage increased to 5.98%. This difference was statistically significant at a 95% confidence level. Over the same period, FasTrak transponder trip volumes declined by 16.1% while non-FasTrak transponder trip volumes increased by 38.9%. This translates into an estimated 899,954 additional ExpressLanes trips as a result of the PAYG Pilot in the one-year "With PAYG" period. The data support the conclusion that the PAYG Pilot resulted in more ExpressLanes trips by drivers that did not have a FasTrak transponder, and suggest that the PAYG Pilot resulted in a 2.4% increase in ExpressLanes trip volumes.

To assess the Pilot's effectiveness at reducing the penalties paid by non-FasTrak users, the evaluation considered the changes that occurred to ExpressLanes trip revenue collected from non-FasTrak users after the Pilot was implemented. In the "Before PAYG" period, an estimated \$11.7

million in revenue was collected from non-FasTrak users of the Metro ExpressLanes across all Notice escalation stages prior to DMV hold, representing 18.6% of all revenues collected over that time period. In the “With PAYG” period, this percentage fell to 17.1%. Over the same period, FasTrak account revenue grew by 18.9%. Based on these data, the expected revenue in the “With PAYG” period would have been an estimated \$2.6 million higher in the absence of the PAYG Pilot, representing an approximate reduction in revenue of 3.8% as a result of the Pilot. Therefore, the data provides no evidence that the PAYG Pilot had any significant effect on the total revenue obtained from non-FasTrak trips in the ExpressLanes.

To assess how effective the Pilot was at reducing revenue losses associated with non-payment of notices for non-FasTrak trips, the evaluation considered the changes in on-time payment rates for non-FasTrak trips that occurred after the Pilot was implemented. In the “Before PAYG” period, non-FasTrak Notice payments that were submitted on time constituted 78.4% of all payments made at any Notice escalation stage prior to DMV hold. In the “With PAYG” period, this percentage decreased to 77.6%. Based on these data, the expected number of on-time payments in the “With PAYG” period would have been an estimated 6,620 higher in the absence of the PAYG Pilot. This difference was not statistically significant at a 95% confidence level (paired Student’s t-Test, p-value 0.104). Therefore, the data provides no evidence that the PAYG Pilot had any meaningful effect on the relative frequency of on-time payments for non-FasTrak trips in the ExpressLanes.

To assess the pilot’s effectiveness at opening up the ExpressLanes to occasional users, the evaluation considered changes in the number of non-FasTrak trips made by infrequent or occasional users of the ExpressLanes after the PAYG Pilot was implemented. In the “Before PAYG” period, 73% of non-FasTrak drivers made just one trip in the ExpressLanes, while in the “With PAYG” period this percentage declined to 63%. However, the number of non-FasTrak drivers in every other trip count bin increased in the “With PAYG” period. The average number of trips made per non-FasTrak driver increased from 2.5/year in the “Before PAYG” period to 3.7/year in the “With PAYG” period, with over 90% of non-FasTrak drivers using the ExpressLanes six times a year or fewer. The difference in the two distributions was statistically significant at a 95% confidence level. These findings indicate that the vast majority of non-FasTrak drivers typically use the lanes on an infrequent/occasional basis only, and that such users felt more comfortable continuing to use the ExpressLanes without FasTrak following implementation of the PAYG Pilot.

To assess the effect of the Pilot on congestion and mobility in the ExpressLanes, the evaluation considered the changes in end-to-end travel times. The analysis revealed that the travel times decreased by an average of 2.6 minutes in the AM Peak and increased by an average of 4.2 minutes in the PM Peak, after controlling for pandemic-related effects. Note, however, that these results reflect the cumulative effect of all changes to the ExpressLanes between the “Before PAYG” and “With PAYG” periods, including transit service changes or roadway configuration changes that occurred over the same period. The data available for this analysis could not support isolating the specific impact of the PAYG Pilot alone.

The evaluation also considered the distribution of PAYG trips throughout the day and found that the greatest proportions of PAYG travelers use the ExpressLanes during off-peak periods, with 25.6% of all trips during the off-peak periods being PAYG trips, compared to 22.5% during the peak periods. These findings suggest that non-FasTrak drivers are having a proportionally greater influence on

overall trip volumes during non-peak periods.

The full evaluation results and detailed findings, including charts and data tables, are provided in Attachment C. Unless otherwise noted in the analysis details, the “Before” period is September 2018 - August 2019, and the “After” period is September 2021 - August 2022.

Fee Adjustment Policy

The PAYG processing fee is designed to make the PAYG Program cost-neutral, such that it does not constitute a potential financial liability on the rest of the ExpressLanes program. Among other things, this helps protect the availability of funds for such things as net toll revenue grant reinvestments, which are used to fund transportation programs that promote more equitable outcomes on the corridors, such as investments in transit station improvements, bicycle infrastructure, Complete Streets programs, and first/last mile connections. When first calculated in 2018, the estimated processing cost per PAYG trip was \$4. This was calculated to cover the costs associated with processing PAYG notices, including: license plate image processing, notice printing, notice mailing, payment processing, customer service/support engagements, and back-end system management.

After collecting additional data over the course of the PAYG Pilot on revenue associated with non-pursuable PAYG notices (e.g., vehicles with no license plates), PAYG non-payment rates, and processing costs (including the effects of inflation since 2018), an updated PAYG processing fee of \$8 is recommended to sufficiently cover PAYG Program costs. This accounts for the joint effects of inflation, PAYG trip non-payment rates, and non-pursuable PAYG trip rates, which collectively reflect a fee increase of 92% (calculation details are provided in Attachment D). A breakdown of costs is provided below, with additional detail available in Attachment E.

- \$1.20 for equipment, software, and communications for license plate capture
- \$0.58 for manual verification and QA/QC of license plate images as required
- \$3.69 for customer service (phone support, in-person support, mail handling)
- \$2.50 for printing, postage, envelopes, DMV lookup, and credit card fees
- Total: \$7.97, rounded to \$8 in accordance with Attachment D.

Furthermore, to allow for ongoing coverage of PAYG Program costs moving forward, this fee would be subject to an annual audit to determine any downward or upward adjustments to the fee as appropriate to keep costs and fee aligned, consistent with the Fee Adjustment Policy (Attachment D).

For added interpretive support with respect to this fee increase through an equity lens, the equity analysis found that ZIP codes with lower EFC concentrations had relatively higher PAYG utilization rates whereas ZIP codes with higher EFC concentrations had relatively lower PAYG utilization rates. Additional detail is provided in the Equity Platform section.

Prior to PAYG, a \$25 penalty of notice of toll evasion was assessed. During the pilot, this penalty was suspended. If PAYG is made permanent, the \$25 penalty for toll evasion is eliminated. Per the Toll Ordinance, if a PAYG Notice is not paid within 30 days, it escalates to a “Past Due Notice” and incurs an additional “Past Due Penalty” on top of the previous balance due. The current Past Due Penalty is \$21, meaning that the total amount due at the Past Due Notice escalation stage is the toll

plus \$25 in fees and penalties (i.e., the sum of the \$4 processing fee and the \$21 Past-Due Penalty). As part of the Fee Adjustment Policy as described in Attachment D, any changes to the processing fee will be accompanied by corresponding adjustments to the Past-Due Penalty to keep their sum fixed at \$25. For example, if the PAYG processing fee were increased from \$4 to \$8, the Past Due Penalty would be adjusted from \$21 to \$17 such that the total amount due at the Past Due Notice stage remains the toll plus \$25 in fees and penalties.

For added context, an \$8 fee is still the lowest out of all such fees among other Express Lanes operators in the state, which range from \$10 to \$40 and are \$25 on average (see Attachment A for a complete comparison table). Metro continues to be a national leader in this regard as more facilities across the country start to evaluate their own programs to make it easier for occasional, infrequent, or inadvertent users to access their lanes.

Any such changes to the PAYG fee would require corresponding updates to the Toll Ordinance, which was last updated on January 5, 2020, to include the current \$4 PAYG fee. When updates to the Toll Ordinance are limited to routine PAYG fee amount adjustments only, as defined in Attachment D, they will be communicated to the Metro Board by official Board Correspondence at least 30 days in advance and will subsequently be publicly announced through the website and/or other communications channels consistent with the existing customer notification practice.

Interpretive Support for Revenue Findings

Although the PAYG processing fee is specifically designed such that the added costs of supporting the PAYG Program are recovered by the fee, there are nevertheless additional revenue impacts to the ExpressLanes program associated with PAYG given that it reduced the former \$25 violation fee for non-FasTrak trips to a lower \$4 processing fee instead. This translated into reduced revenue for the ExpressLanes program as compared to the pre-PAYG period by an estimated 3.8%, which lowers the amount of funding available.

No portion of a PAYG notice is designed to function as a revenue generator for ExpressLanes. The toll portion of the PAYG notice that is posted on the lanes is set according to the price needed to keep the lanes moving and is a function of road capacity and demand at any given time. The fee portion of the PAYG notice is a function of processing/handling costs, and is designed specifically to cover those program expenses; it is not designed to be punitive. While any non-zero fee amount would also act as a financial disincentive to some extent, this is not the intent of the fee portion of the PAYG notice; rather, the purpose of PAYG is to minimize this disincentivizing effect by lowering the PAYG fee to the minimum level necessary to cover processing costs. Finally, the penalty portion of the PAYG notice is triggered only if the user does not pay the balance owed by the due date and is designed to be a deterrent to encourage timely payment of the amount due.

The PAYG Pilot does not threaten Metro's ability to manage demand in the I-10 and I-110 ExpressLanes, as the non-FasTrak travelers in the ExpressLanes are still subject to the tolls and the demand-influencing effects thereof. The inclusion of a processing fee on PAYG trips does increase the total price paid by the traveler for a given trip, which translates into lower demand for the ExpressLanes among this cohort of users. However, the intention of the PAYG policy is to reduce the

costs of accessing the ExpressLanes by non-FasTrak users-not to establish price parity with FasTrak users whose transactions are an order-of-magnitude more cost efficient to process-which this program accomplishes. While the PAYG processing fee may represent a disincentive to ExpressLanes use by non-FasTrak users, this is a necessary outcome of the nature of plate-based trip processing and is a cost that customers can easily avoid if desired by preparing in advance by opening an account. The convenience offered by the PAYG program comes at added cost to Metro, and the PAYG processing fee ensures that that added cost is paid for by the users making those choices, rather than being subsidized by other ExpressLanes accountholders that prepared in advance by signing up for accounts. As demand for the ExpressLanes goes up because the population of potential users expands (i.e., the addition of more non-FasTrak users into that population as provided by the PAYG Pilot), the prices will rise for all non-exempt users as well to compensate for this increase in demand. To be clear, the primary mechanism for controlling demand is the application of the dynamically calculated toll; the additional effect that the processing fee has on suppressing demand among PAYG users is incidental.

It should be noted that while non-FasTrak user revenues declined between the pre-implementation and post-implementation data used for this analysis, these reductions in violation revenue were more than offset by broader revenue increases program-wide that resulted from growing demand for the ExpressLanes - particularly in the PM Peak period-and a corresponding rise in toll rates necessary to effectively manage that increasing demand during those peak times. More precisely, program-wide revenue increased overall by 4.8% between the "Before PAYG" and "With PAYG" periods, though the analysis suggests that revenue growth would have been 3.8% higher over the same period in the absence of the PAYG Pilot.

Signage Considerations

During the Pilot period of the program, modifications to the static roadside signage were not incorporated. As PAYG now transitions into a permanent program, staff will adjust ExpressLanes signage to reflect the new policy as allowed by existing law, CA-MUTCD, Caltrans, California Traffic Control Devices Committee (CTCDC), and other applicable authorities.

DETERMINATION OF SAFETY IMPACT

This recommended action is not anticipated to have an impact on the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The toll revenue and fees collected are recognized as ExpressLanes revenues. The toll revenue will fund the existing and future ExpressLanes operations. The PAYG fees will cover the program expenses such as processing/handling costs.

Impact to Budget

No impact to the FY23 Budget. If approved, the change in fees/fares will be factored into future year

budgets. The Toll revenues are eligible only for activities (operation/capital) within the toll regions.

EQUITY PLATFORM

The ongoing PAYG Pilot would continue to reduce the costs of using the ExpressLanes without FasTrak by as much as 68% by lowering the fee portion of such trips from \$25 (i.e., the original pre-Pilot fee amount that would be reinstated if the PAYG Program were discontinued) to \$8. This benefit therefore necessarily extends to drivers that may have inadvertently entered the lanes without intention of doing so as well. Other ExpressLanes programs already exist to target other equity-related issues, such as emissions reductions (i.e., the Carpool Loyalty Program and Transit Rewards Program), and improved transit access (i.e., the incremental transit service funding program).

When considering the utilization rates of the PAYG Pilot, ZIP codes with the lowest EFC concentrations had the highest relative PAYG utilization rates (4.87% of all trips made), whereas ZIP codes with the highest EFC concentrations had the lowest relative PAYG utilization rates (2.62% of all trips made). PAYG utilization is defined as a ZIP code's total count of PAYG trips paid before escalation, normalized by the total trip count for that ZIP code. The focus on trips paid before escalation is necessary to account for the fact that the PAYG Pilot only modified that fee level of the escalation process (i.e., reducing it from \$25 to \$4). Additional detail is available in Attachment E: Pay-As-You-Go Equity Analysis.

It is also notable that for frequent ExpressLanes travelers with low incomes that want to avoid the PAYG processing fees entirely, there is the option of opening Low Income Assistance Plan (LIAP) accounts with Metro ExpressLanes instead. Eligible households that meet the income requirements for LIAP accounts receive initial credits of \$25 each upon account activation and have the monthly \$1 account maintenance fees waived on an ongoing basis. As of August 2022, there were 17,060 active LIAP accounts with an estimated 8,018 (47%) living in EFCs (see Attachment E). Recent data analysis by staff has offered strong evidence that having access to LIAP accounts effectively addresses the cost-related barriers to use of the ExpressLanes among low-income households.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The ongoing PAYG Pilot supports Strategic Goal 1, providing high-quality mobility options that enable people to spend less time traveling, by reducing the costs of accessing the ExpressLanes for non-FasTrak users. Over the past 12 months, the ExpressLanes have offered travelers an average time savings of 32% and an average travel time reliability improvement of 54% when compared to the adjacent general purpose lanes on I-10 and I-110 in the weekday peak periods and directions. Since the ExpressLanes first opened in 2012, they have cumulatively saved users an estimated 26.6 million hours of time.

The ongoing PAYG Pilot supports Strategic Goal 2, delivering outstanding trip experiences for all users of the transportation system, by reducing the costs of accessing the ExpressLanes for non-FasTrak users. When traffic shifts from the general-purpose lanes to the ExpressLanes, that can help free up additional capacity in the general-purpose lanes and achieve performance improvements for those travelers as well.

ALTERNATIVES CONSIDERED

As an alternative to this recommended action, the Board may instead elect not to continue the PAYG Program. This is not recommended, as the PAYG Pilot has generated significant tangible benefits for the traveling public by making the lanes more accessible to infrequent and occasional users, and by increasing on-time payment rates among non-FasTrak users of the ExpressLanes.

NEXT STEPS

Upon Board approval of this recommended action, staff will update customer materials and messaging to indicate that the PAYG Program and its associated benefits are now a permanent feature of the Metro ExpressLanes, will make updates to the Toll Ordinance and PAYG Notice fee as described in the Fee Adjustment Policy, and will take additional action as needed on the backend systems to make the PAYG Program permanent. To further promote awareness about the PAYG Program among non-FasTrak users of the I-10 and I-110 corridors, staff will also implement a billboard strategy to educate freeway users about the new policy. Staff will also investigate what options are available for ExpressLanes signage updates to reflect the new policy as allowed by CA-MUTCD, Caltrans, and other applicable regulations and authorities.

ATTACHMENTS


Attachment A - Violation Fees and Timeframes Among FasTrak Operators
Attachment B - Board Motion 42
Attachment C - Analysis Findings
Attachment D - Fee Adjustment Policy
Attachment E - Processing Fee Breakdown
Attachment F - Pay-As-You-Go Equity Analysis

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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A:

among FasTrak Operators

	Metro ExpressLanes	SANDAG Express Lanes	91 Express Lanes	RCTC Express Lanes	TCA Toll Roads ¹	Golden Gate Bridge ¹	BATA Express Lanes	BATA State-Owned Bridges ¹
First Violation Notice Fee/Penalty ²	\$4	\$40	\$25	\$25	\$57.50	\$25	\$10	\$5
First Violation Notice Due After ³	30 days	24 days	30 days	30 days	30 days	30 days	30 days	30 days
Second Violation Notice Fee/Penalty ²	\$21	\$60	\$30	\$30	\$42.50	\$45 ⁴	\$20 ⁴	\$10 ⁴
Second Violation Notice Due After ³	30 days	24 days	60 days	60 days	30 days	30 days	30 days	30 days
Third Violation Notice Fee/Penalty ²	\$30	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Third Violation Notice Due After ³	60 days	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Eligible for DMV Registration Hold ⁵	After deadline for 3 rd notice	After deadline for 2 nd notice	After deadline for 2 nd notice	After deadline for 2 nd notice	After deadline for 2 nd notice	After deadline for 2 nd notice	After deadline for 2 nd notice	After deadline for 2 nd notice

TABLE NOTES:

1. For single-plaza toll facilities (i.e., bridges and toll roads), a Notice of Toll Evasion Violation is sent out after a short pre-violation stage (2–5 days) wherein customers can alternatively pay the toll amount online by license plate. This functionality is not supported for trip-based toll facilities (i.e., all Express Lanes facilities).
2. Amounts are in addition to the toll amount and any fees/penalties associated with prior notices.
3. Timeframes are an approximate guideline only. Refer to violation notice for precise due date associated with a given violation.
4. If the second violation notice is paid within the first 15 days, the second violation notice penalty is waived (i.e., only the toll and penalty from the first violation notice are due).
5. Some agencies may also send violations to collections at this stage depending on the circumstances.

SOURCES:

- Metro ExpressLanes:
 - Web Site Frequently Asked Questions: <https://www.metroexpresslanes.net/frequently-asked-questions/#elementor-tab-content-da4151b> (accessed 2022-11-28)
- SANDAG:
 - Web Site Frequently Asked Questions: <https://www.myfastrak.511sd.com/en/learn/faq> (accessed 2022-11-28)
 - Conversation with SANDAG Customer Service Representative at (888) 889-1515 on 2022-11-28.
 - Email conversation with SANDAG Express Lanes staff at [email addresses withheld] on 2022-12-01.
- OCTA (91 Express Lanes):
 - Web Site Frequently Asked Questions: <https://www.91expresslanes.com/faqs/> (accessed 2022-11-28)
 - Ordinance No. 2020-01 Amending Ordinance No. 201-01 Relating to the Administration of Tolls and the Enforcement of Toll Violations for OCTA
 - Conversation with 91 Express Lanes Customer Service Representative at (800) 600-9191 on 2022-11-28.
- RCTC:
 - Ordinance No. 19-001 Amending and Restating the RCTC Ordinance Relating to the Administration of Tolls and the Enforcement of Toll Violations for the RCTC Express Lanes
 - Conversation with RCTC Express Lanes Customer Service Representative at (855) 951-1500 on 2022-11-28.
- TCA:
 - Web Site Frequently Asked Questions: <https://www.thetollroads.com/help/faqs/what-is-the-penalty-for-a-toll-road-violation/> (accessed 2022-11-28)
 - Conversation with TCA Customer Service Representative at (949) 727-4800 on 2022-11-28.
- Golden Gate Bridge and BATA:
 - Web Site Frequently Asked Questions: <https://www.bayareafastrak.org/en/support/tv-general-information-faq1.shtml> (accessed 2022-11-28)
 - Conversation with BATA Customer Service Representative at (877) 229-8655 on 2022-11-28.

Metro

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



Board Report

File #: 2018-0194, **File Type:** Motion / Motion Response

Agenda Number: 42.

**REGULAR BOARD MEETING
APRIL 26, 2018**

Motion by:

HAHN as amended by DUPONT-WALKER

Metro ExpressLanes officially began with a US Department of Transportation Grant in April 2008, which would convert existing High Occupancy Vehicle (HOV) lanes into dynamically-priced high-occupancy toll (HOT) lanes. This initial congestion pricing pilot project was specifically designed to reduce congestion along two of the Los Angeles region's most impacted freeways: the I-110 and I-10. Metro ensures the ExpressLanes maintain traffic flow, prevent them from being overloaded, and maintain a federally mandated minimum speed of 45 miles per hour.

Many of Metro's goals - expanding the rail and bus network, investing in active transportation, and connecting us throughout the Los Angeles region, aim to achieve some level of reduced congestion and fewer vehicle miles traveled. Metro is now looking at expanding the ExpressLanes to the I-105 Freeway.

I believe that Metro should continue to review the Express Lanes program and ensure it continues to meet its commitment to ease freeway congestion and improve the quality of life for Los Angeles County residents. Metro should also study toll systems in other large jurisdictions, giving priority to those with similar demographics; and explore ways that the Express Lanes can be made available to more drivers.

**SUBJECT: MOTION BY HAHN AS AMENDED BY DUPONT-WALKER
FEASIBILITY STUDY ON EXPRESSLANES**

APPROVE Motion by Hahn as amended by Dupont-Walker that the CEO report back in 180 days to the Board on:

- A. The current performance of the ExpressLanes;
- B. A comparison of the Metro ExpressLanes system to other major congestion-pricing toll systems in the country; and
- C. The viability of Metro ExpressLanes implementing a "Pay-as-You-Use" model for all drivers.

ATTACHMENT C:

Quantitative Evaluation of Pay-As-You-Go Pilot

This data analysis considers the quantitative impact of the Pay-As-You-Go (PAYG) Pilot in six areas:

1. End-to-End Travel Times in the ExpressLanes
2. Flow fractions for Non-transponder Trips by time of day
3. Volume of ExpressLanes Trips by Non-FasTrak Users
4. ExpressLanes Revenue
5. On-Time Payments for Trips by Non-FasTrak Users
6. ExpressLanes Access by Infrequent or Occasional Users

END-TO-END TRAVEL TIMES IN THE EXPRESSLANES

In this section, we consider changes in end-to-end travel times on the ExpressLanes.

Data Source: Caltrans Performance Measurement System (PeMS) 5-minute traffic data for all detectors that were at least 70 percent observed (i.e., less than 30 percent imputed in a given aggregation interval). Data were collected for all weekdays in calendar year 2019 and calendar year 2022, with 2019 constituting the “Before PAYG” period and 2022 constituting the “With PAYG” period. These periods were selected to compare the most recent year of data available against the comparable period before the PAYG pilot was implemented in January 2020. Data were collected for the I-10 ExpressLanes between I-605 and Alameda Street. There were insufficient data available in PeMS for the I-110 ExpressLanes to support this analysis, so only I-10 travel times were evaluated.

Additional data were collected from the HOV lanes on the following corridors to function as experimental controls for the I-10 ExpressLanes:

- SR 91 between I-110 (Abs PM 0.5) and I-605 (Abs PM 11)
- I-210 between I-605 (Abs PM 36.71) and SR 57 (Abs PM 44.77)
- I-210 between SR 134 (Abs PM 25) and I-605 (Abs PM 36.71)
- SR 60 between I-605 (Abs PM 11.84) and SR 57 (Abs PM 25.67)

I-105 between I-110 (Abs PM 7.34) and I-605 (Abs PM 18) was also considered as a candidate control corridor, but was found to have insufficient data available in PeMS and subsequently excluded.

Method: In this analysis, travel times are estimated from point measurements along a given corridor (e.g., from inductive loop data) by simulating the progress of virtual vehicles from one end of the corridor to the other. In the case of this analysis, these vehicles are dispatched from the upstream end of the corridor every 5 minutes and their progress is re-evaluated every 45 seconds or every 30 feet along the corridor—whichever occurs first. The time between successive re-evaluations is called the simulation time-step. Generally, the distance threshold will govern, and vehicle progress will be re-evaluated every 30 feet. However, if traffic speeds drop very low, the time threshold of 45 seconds will be reached first, and progress will be re-evaluated after that amount of time. This is included as a protection to ensure that time steps do not grow excessively long when speeds are particularly low. At the start of each simulation time-step, the speed of the vehicle is calculated using the exact location and timestamp of the vehicle at that moment, using linear interpolation between the nearest 5-minute detector data in time and space. The vehicle is then assumed to proceed at that speed for the duration of the simulation time-step.

Due to the expected interaction and correlation between congestion patterns on the I-10 ExpressLanes and one or more of the other managed lanes on nearby parallel routes, a predictive model for I-10 ExpressLanes travel times is built using a linear regression model where the response variable is the end-to-end travel time on the I-10 ExpressLanes in either the eastbound or westbound direction at any given time, and candidate input variables are the travel times on a combination of the control corridors in the same direction as the response variable at that same time. Only data from the “Before PAYG” period were used for model training. Additionally, only data from the peak periods (5-9 AM for westbound travel, 4-7 PM for eastbound travel) were used for model training, to allow for more targeted performance in the area of peak period travel time predictions on the I-10 ExpressLanes—which is specifically what this model will be used for. Model specification was performed by first including all applicable control variables, then incrementally removing those with counterintuitive signs (i.e., those exhibiting an apparent inverse correlation), then incrementally removing those that were not significant at a 95% level starting with the least significant variable, and finally testing all combinations of the remaining significant variables to identify the set that minimizes the Adjusted R-Squared value of the model.

The resultant travel time prediction models for the I-10 ExpressLanes in each direction are specified below.

$$y_{10e} = 5.669 + 0.270x_{210e1} + 0.396x_{60e}$$

$$y_{10w} = 4.165 + 0.305x_{91w} + 0.230x_{210w2} + 0.298x_{60w}$$

where:

y_{10e} = Predicted end-to-end travel time on eastbound I-10 ExpressLanes (weekdays 4–7 PM)

y_{10w} = Predicted end-to-end travel time on westbound I-10 ExpressLanes (weekdays 5–9 AM)

x_{91w} = Calculated travel time on westbound SR 91 HOV lane between I-110 and I-605.

x_{210e1} = Calculated travel time on eastbound I-210 HOV lane between I-605 and SR 57.

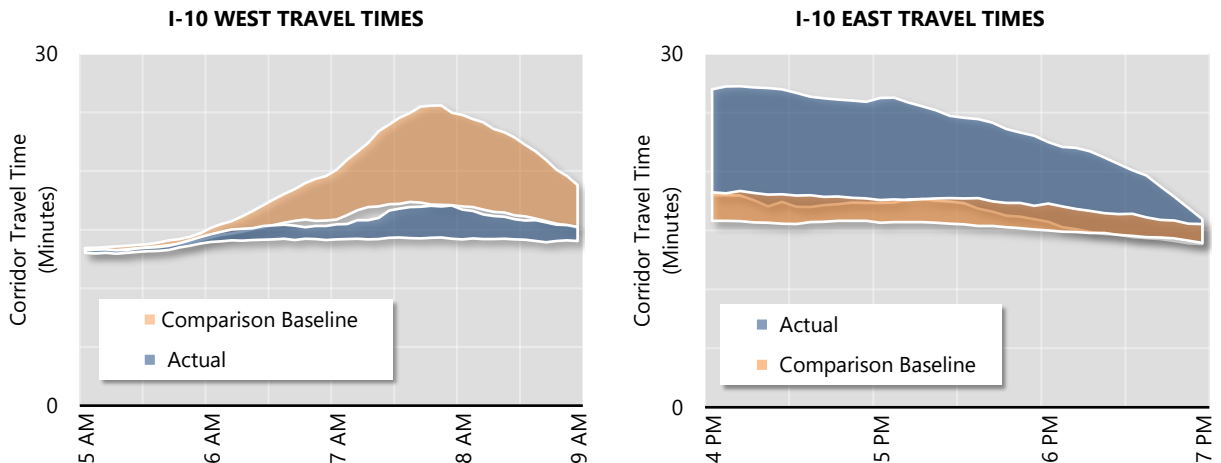
x_{210w2} = Calculated travel time on westbound I-210 HOV lane between SR 134 and I-605.

x_{60e} = Calculated travel time on eastbound SR 60 HOV lane between SR 57 and I-605.

x_{60w} = Calculated travel time on westbound SR 60 HOV lane between SR 57 and I-605.

With these models, it was possible to predict the counter-factual (comparison baseline) travel times in the “With PAYG” period based on the observed performance on the applicable control corridors over the same period. The Adjusted R-Squared value for the westbound AM Peak model is 0.580 (n=10,140), and the Adjusted R-Squared value for the eastbound PM Peak model is 0.230 (n=7,296).

Findings: Observed travel times in the “With PAYG” period were an average of 4.18 minutes higher than the comparison baseline for the eastbound I-10 ExpressLanes between 4 PM and 7 PM, whereas observed travel times were 2.63 minutes lower than the comparison baseline for the westbound I-10 ExpressLanes between 5 AM and 9 AM. Time-of-day distributions are shown in the charts below, represented as inter-quartile ranges for every 5-minute aggregation interval across the applicable peak period for the direction indicated.



Trends in the deviations between the predicted and observed travel times on the I-10 ExpressLanes are attributed to localized changes to the I-10 corridor, including but not limited to the institution of PAYG. These differences may also be influenced by other corridor-specific factors that occurred during the analysis period such as:

- The recent extension of the I-10 HOV lanes east of I-605.

- Changes to transit service along I-10 (i.e., Silver Line, Metrolink) since 2020.
- Pandemic-related changes to commuter patterns that affected the employment centers and industries along I-10 (e.g., downtown LA) differently than employment centers and industries along the control corridors (e.g., Pasadena, West LA, South Bay).

Also note that the eastbound regression model had relatively low prediction accuracy (Adjusted R² value of 0.23), indicating that the eastbound results are not as reliable as the westbound results.

Assumptions: Travel times calculated using spot speed measurements from PeMS detector data are a valid approximation of actual travel times on the corridor.¹

¹ Margulici, J.D; Ban, X. Benchmarking travel time estimates. *Intelligent Transport Systems*, IET, Vol 2, #3, Sept. 2008, p228–237.

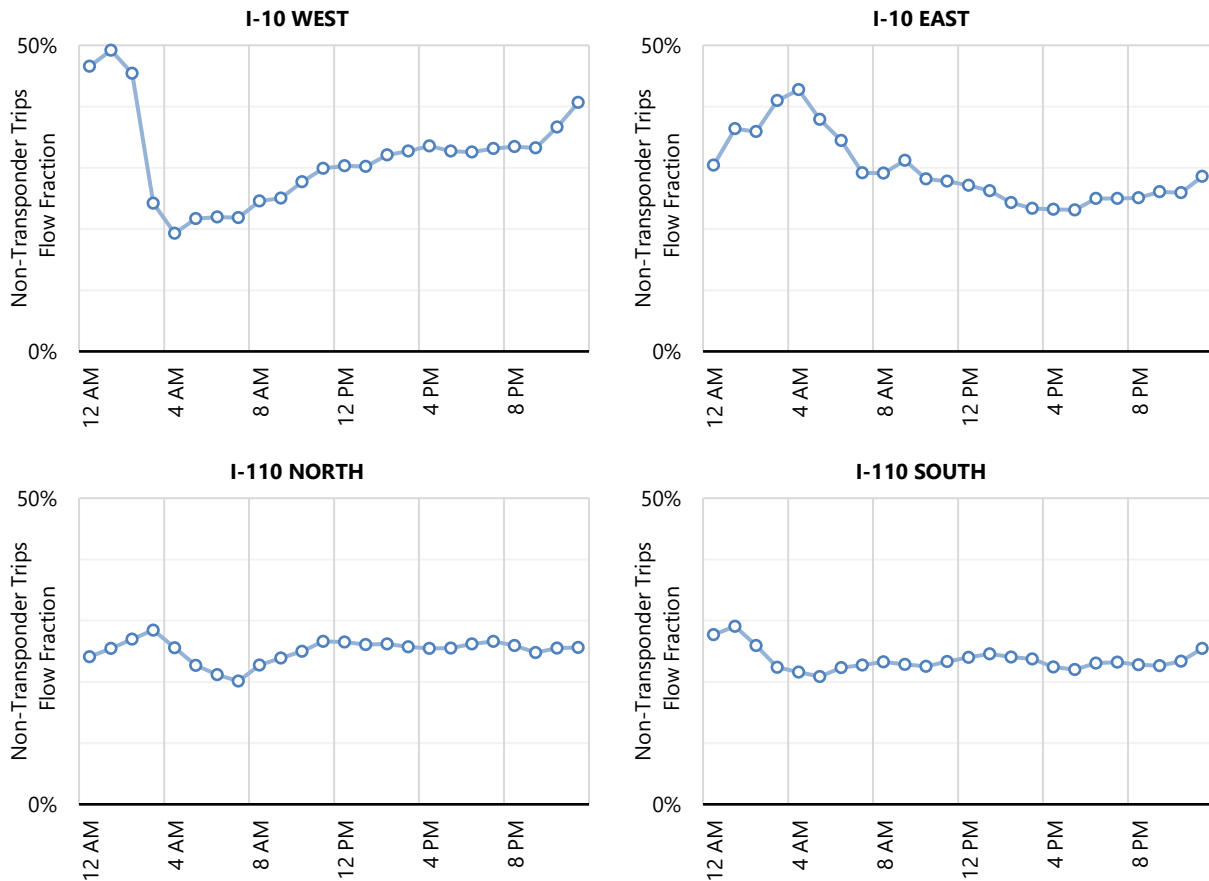
FLOW FRACTIONS FOR NON-TRANSPONDER TRIPS BY TIME OF DAY

In this section, we consider time-of-day patterns in the flow fractions for non-transponder trips in the ExpressLanes to gain insight into the times of day where PAYG travelers are having the greatest proportional impact on trip volumes in the ExpressLanes.

Data Source: Trip records for weekdays in the period between 1/1/2022 and 12/24/2022. This period was selected to characterize non-transponder trip trends because it aligns closely with the "With PAYG" period used for the travel time analysis, which facilitates comparison between the two sets of results.

Method: Trip records are aggregated by hourly bin according to the trip start time. Each is categorized as either a transponder-based trip or a non-transponder trip. Results are examined separately by corridor and direction.

Findings: The overall flow fraction for non-transponder trips during off-peak periods was 25.6%, while the overall flow fraction was 22.5% during peak periods. These findings suggest that non-FasTrak drivers are having a proportionally greater influence on overall trip volumes during non-peak periods.



DATA TABLE

Hour	Transponder Trip Counts				Non-Transponder Trip Counts			
	I-10 East	I-10 West	I-110 North	I-110 South	I-10 East	I-10 West	I-110 North	I-110 South
12 AM	14,504	5,138	39,058	31,690	6,344	4,479	12,402	12,133
1 AM	6,062	3,042	21,129	15,581	3,468	2,944	7,211	6,389
2 AM	4,432	3,137	11,709	13,976	2,480	2,609	4,327	4,895
3 AM	3,255	14,547	13,254	23,092	2,260	4,648	5,275	6,662
4 AM	6,814	132,422	51,663	64,763	5,085	31,670	17,752	17,829
5 AM	19,123	397,899	270,629	160,136	11,676	110,277	79,405	42,196
6 AM	40,158	520,096	534,378	318,511	21,075	146,308	143,488	91,571
7 AM	88,239	560,692	619,670	540,771	36,324	156,746	155,986	159,346
8 AM	108,881	474,946	511,819	458,345	44,687	154,578	150,697	138,988
9 AM	76,325	368,865	444,732	289,321	34,593	123,312	139,677	85,818
10 AM	91,355	241,345	382,753	269,331	35,780	92,513	127,592	78,439
11 AM	126,452	172,394	338,015	292,454	48,718	73,463	122,448	88,935
12 PM	204,290	153,354	336,713	344,746	75,952	66,649	121,371	108,730
1 PM	337,306	144,401	358,039	414,816	120,007	62,563	126,375	135,348
2 PM	490,113	133,524	408,888	550,563	157,106	63,060	145,113	174,432
3 PM	566,454	131,018	432,930	637,376	172,857	63,718	150,147	198,175
4 PM	571,108	135,358	456,705	690,035	172,515	68,383	155,945	199,522
5 PM	566,483	171,070	464,024	673,369	170,322	83,173	158,833	189,897
6 PM	444,222	138,163	374,915	534,404	147,762	66,650	132,910	160,390
7 PM	266,428	69,542	249,743	343,471	88,612	34,486	90,500	103,913
8 PM	159,674	53,417	171,286	216,686	53,488	26,823	59,968	63,929
9 PM	106,699	45,238	140,329	171,888	37,680	22,508	46,198	50,332
10 PM	82,834	25,881	103,757	150,681	28,975	14,956	35,544	46,003
11 PM	43,991	12,270	69,343	81,321	17,602	8,399	23,902	27,756

Assumptions: Non-transponder trip patterns are a reasonable proxy for non-FasTrak trip patterns.

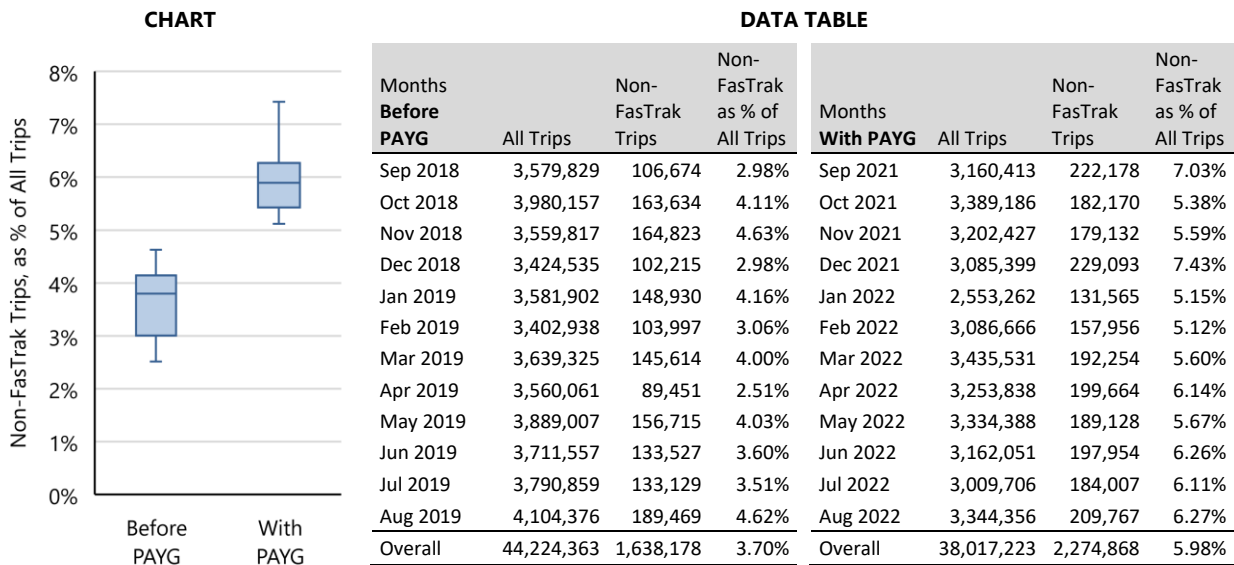
VOLUME OF NON-FASTRAK TRIPS

In this section, we consider changes in trip volume for drivers that do not have FasTrak.

Data Source: Monthly ExpressLanes trip records. The 12 months between September 2018 and August 2019 constitute the “Before PAYG” period. The 12 months between September 2021 and August 2022 constitute the “With PAYG” period. These periods were selected to compare the most recent year of data available against the comparable period before the PAYG pilot was implemented in January 2020.

Method: Data are binned by month, allowing for an evaluation of variance in the overall percentages of non-FasTrak trips before and after the PAYG Pilot began. To control for pandemic-related effects on overall trip volumes, the non-FasTrak trips are reported as a percent of all trips.

Findings: In the “Before PAYG” period, 3.70% of all ExpressLanes trips were made by drivers without FasTrak. In the “With PAYG” period, this percentage increased to 5.98%. This difference was statistically significant at a 95% confidence level (Student’s t-Test, p-value 0.000). Over the same period, FasTrak trip volumes declined 16.1% while non-FasTrak trip volumes increased 38.9%. This translates into an estimated 899,954 additional ExpressLanes trips as a result of the PAYG Pilot in the one-year “With PAYG” period. The data support the conclusion that the PAYG Pilot resulted in more ExpressLanes trips by drivers that did not have FasTrak, and suggest that the PAYG Pilot resulted in a 2.4% increase in ExpressLanes trips.



Assumptions: In the absence of the PAYG Pilot, non-FasTrak trip volumes would have exhibited the same percent change as observed FasTrak trip volumes between the “Before PAYG” and “With PAYG” periods.

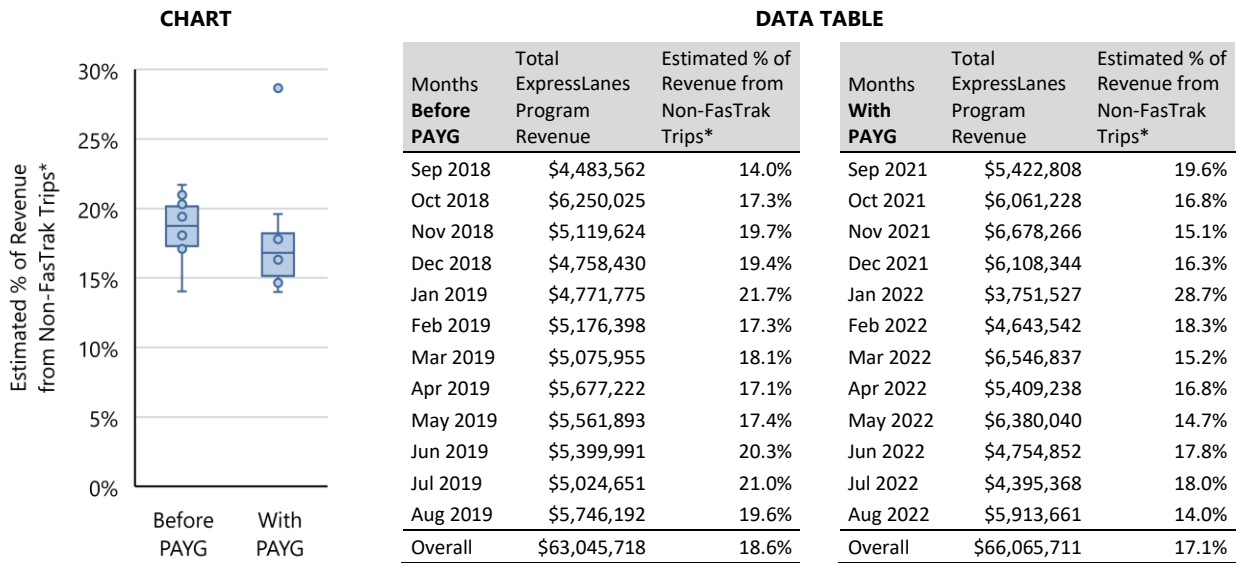
REVENUE IMPACTS

In this section, we consider changes in ExpressLanes revenue that occurred after the PAYG Pilot was implemented, and fees for using the ExpressLanes without FasTrak were reduced from \$25/trip to \$4/trip.

Data Source: Monthly ExpressLanes accounting records. The 12 months between September 2018 and August 2019 constitute the “Before PAYG” period. The 12 months between September 2021 and August 2022 constitute the “With PAYG” period. These periods were selected to compare the most recent year of data available against the comparable period before the PAYG pilot was implemented in January 2020. Supplemental data from FY2018 were used to estimate the revenues associated specifically with all stages of notice escalation prior to DMV hold.

Method: Data are binned by month, allowing for an evaluation of variance in the overall percentages of non-FasTrak trip revenue before and after the PAYG Pilot began. To control for pandemic-related effects on overall program revenues and trip volumes, the revenues originating from non-FasTrak trips paid at any Notice of Toll Evasion Violation escalation stage prior to DMV hold are reported as a percent of all revenues for the program.

Findings: In the “Before PAYG” period, an estimated \$11.7 million in revenue was collected from non-FasTrak users of the Metro ExpressLanes across all Notice escalation stages prior to DMV hold, representing 18.6% of all revenues (\$63.0 million) collected over that time period. In the “With PAYG” period, this percentage fell to 17.1%. Based on these data, the expected revenue in the “With PAYG” period would have been an estimated \$2.6 million higher in the absence of the PAYG Pilot, representing an approximate reduction in revenue of 3.8% as a result of the Pilot. This difference was **not** statistically significant at a 95% confidence level (Student’s t-Test, p-value 0.399). Therefore, we conclude that the data provide no evidence that the PAYG Pilot had any meaningful effect on the total revenue obtained from non-FasTrak trips in the ExpressLanes.



*Includes revenues from all Notice escalation stages prior to DMV hold.

Assumptions: In the absence of the PAYG Pilot, the revenue for non-FasTrak trips would have experienced the same percent change as the observed revenue for FasTrak trips/accounts between the “Before PAYG” and “With PAYG” periods. Also, PAYG revenue impacts would not have affected other program revenue aspects outside of the payments made during notice escalation across all stages prior to DMV hold.

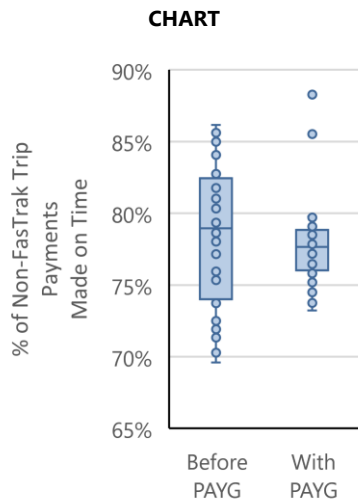
TIMELY PAYMENTS FOR NON-FASTRAK TRIPS

In this section, we consider changes in on-time payments for non-FasTrak trips that occurred after the PAYG Pilot was implemented, and fees for such trips were reduced from \$25 per trip to \$4 per trip.

Data Source: Weekly ExpressLanes payment records. The 53 weeks between 8/26/2018 and 8/31/2019 constitute the “Before PAYG” period. The 53 weeks between 8/29/2021 and 9/3/2022 constitute the “With PAYG” period. These periods were selected to compare the most recent year of data available against the comparable period before the PAYG pilot was implemented in January 2020. Supplemental data from FY2018 were used to estimate the payment volumes associated specifically with all stages of notice escalation prior to DMV hold in 2018 and 2019, as those disaggregate data were not immediately available.

Method: Data are binned by week, allowing for an evaluation of variance in the overall percentages of non-FasTrak trip payments received on time, before and after the PAYG Pilot began. For the purposes of this analysis, an “on time” payment is defined as one that occurred before the notice/fees escalated. To control for pandemic-related effects on non-FasTrak trip volumes and payments, the volume of on-time payments for non-FasTrak trips are reported as a percent of all non-FasTrak trip payments made at any Notice of Toll Evasion Violation escalation stage prior to DMV hold.

Findings: In the “Before PAYG” period, non-FasTrak Notice payments that were submitted on time constituted 78.4% of all payments made at any Notice escalation stage prior to DMV hold. In the “With PAYG” period, this percentage decreased to 77.6%. Based on these data, the expected number of on-time payments in the “With PAYG” period would have been an estimated 6,620 higher in the absence of the PAYG Pilot. This difference was **not** statistically significant at a 95% confidence level (paired Student’s t-Test, p-value 0.104). Therefore, we conclude that the data provide no evidence that the PAYG Pilot had any meaningful effect on the relative frequency of on-time payments for non-FasTrak trips in the ExpressLanes.



DATA TABLE
See full data table at end of this section

Assumptions: In the absence of the PAYG Pilot, the volume of on-time payments made for non-FasTrak trips as a proportion of all non-FasTrak trip payments received would have remained unchanged between the “Before PAYG” and “With PAYG” periods. Additionally, any potential influence of the PAYG Pilot on the total number of non-FasTrak trip payments received in the “With PAYG” period (i.e., 823,401) was assumed to be negligible. Finally, the proportion of payments that occurred after escalation to DMV hold in the “Before PAYG” period is assumed to be consistent from week to week.

DATA TABLE

Weeks Before PAYG, by Start Date	Non-FasTrak Trips Paid*	Non-FasTrak Trip Payments	Weeks Before PAYG, by Start Date	Non-FasTrak Trips Paid*	Non-FasTrak Trip Payments	Weeks With PAYG, by Start Date	Non-FasTrak Trips Paid*	Non-FasTrak Trip Payments	Weeks With PAYG, by Start Date	Non-FasTrak Trips Paid*	Non-FasTrak Trip Payments
8/26/18	1,625	1,285	3/3/19	7,795	6,082	8/29/21	12,022	9,190	3/6/22	16,228	12,603
9/2/18	6,696	4,661	3/10/19	7,786	5,928	9/5/21	16,802	12,914	3/13/22	15,934	12,402
9/9/18	10,056	7,078	3/17/19	6,388	5,244	9/12/21	18,053	13,858	3/20/22	16,935	13,068
9/16/18	10,576	7,634	3/24/19	3,702	3,189	9/19/21	17,378	13,239	3/27/22	14,259	12,586
9/23/18	11,200	8,119	3/31/19	6,093	4,768	9/26/21	18,056	13,624	4/3/22	16,463	12,749
9/30/18	10,031	7,558	4/7/19	6,520	5,158	10/3/21	17,803	13,619	4/10/22	17,123	13,305
10/7/18	10,030	7,395	4/14/19	8,297	6,443	10/10/21	17,588	13,368	4/17/22	17,267	13,750
10/14/18	12,074	8,951	4/21/19	10,803	8,362	10/17/21	17,760	13,372	4/24/22	16,195	12,920
10/21/18	12,138	8,965	4/28/19	9,793	7,886	10/24/21	18,099	13,552	5/1/22	18,872	14,979
10/28/18	11,711	8,399	5/5/19	10,175	8,585	10/31/21	17,055	12,586	5/8/22	14,983	11,940
11/4/18	9,295	6,533	5/12/19	10,363	8,597	11/7/21	17,503	12,907	5/15/22	13,129	10,378
11/11/18	8,861	6,440	5/19/19	10,354	8,708	11/14/21	18,160	13,527	5/22/22	15,632	12,301
11/18/18	8,549	6,098	5/26/19	7,975	6,812	11/21/21	16,005	11,860	5/29/22	15,036	11,807
11/25/18	10,239	7,401	6/2/19	9,136	7,503	11/28/21	16,659	12,198	6/5/22	15,279	12,083
12/2/18	10,244	7,367	6/9/19	11,933	9,716	12/5/21	17,734	13,483	6/12/22	15,432	12,298
12/9/18	11,466	8,467	6/16/19	10,484	8,572	12/12/21	20,108	15,621	6/19/22	14,452	11,366
12/16/18	11,543	8,765	6/23/19	8,750	6,952	12/19/21	15,171	12,975	6/26/22	15,505	12,212
12/23/18	8,387	6,775	6/30/19	7,734	6,399	12/26/21	9,804	7,422	7/3/22	13,380	10,629
12/30/18	7,457	6,338	7/7/19	8,423	6,996	1/2/22	10,061	7,666	7/10/22	14,121	11,145
1/6/19	8,115	6,176	7/14/19	10,694	9,035	1/9/22	9,424	7,085	7/17/22	15,040	11,739
1/13/19	7,113	5,514	7/21/19	10,933	9,359	1/16/22	10,870	8,240	7/24/22	15,177	11,752
1/20/19	5,714	4,629	7/28/19	10,684	9,009	1/23/22	12,508	9,447	7/31/22	15,202	11,733
1/27/19	5,271	4,074	8/4/19	11,123	9,533	1/30/22	14,181	10,855	8/7/22	16,242	12,649
2/3/19	6,934	5,474	8/11/19	10,618	8,927	2/6/22	17,357	13,542	8/14/22	17,263	13,521
2/10/19	8,982	7,126	8/18/19	11,280	9,183	2/13/22	17,741	13,927	8/21/22	16,831	13,306
2/17/19	10,272	8,077	8/25/19	10,748	8,635	2/20/22	16,493	12,785	8/28/22	7,612	6,009
2/24/19	9,068	6,996				2/27/22	13,414	10,505			

**Includes Notices paid at all escalation stages prior to DMV hold. Numbers are approximate for 2018-2019.*

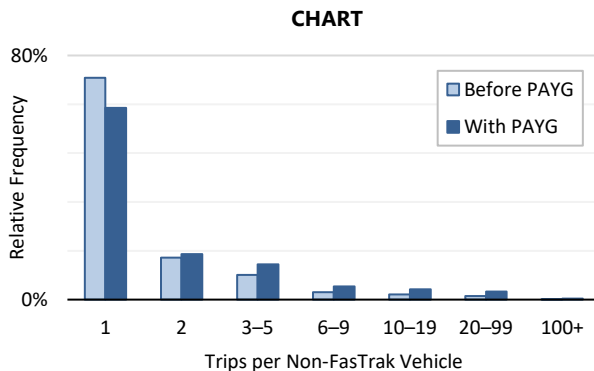
EXPRESSLANES ACCESS BY INFREQUENT OR OCCASIONAL USERS

In this section, we consider changes in the amount of non-FasTrak trips made by infrequent or occasional users of the ExpressLanes after the PAYG Pilot was implemented, and fees for such trips were reduced from \$25 per trip to \$4 per trip.

Data Source: Trip records for the period between 9/1/2018 and 8/31/2019 (constituting the “Before PAYG” period), and trip records for the period between 9/1/2021 and 8/31/2022 (constituting the “With PAYG” period). These periods were selected to compare the most recent year of data available against the comparable period before the PAYG pilot was implemented in January 2020.

Method: Data consider the number of trips made for each non-FasTrak vehicle that appeared at least once in the ExpressLanes during the “Before PAYG” and “With PAYG” analysis periods. These data are aggregated into bins as shown in the “Findings” section. To control for pandemic-related effects on overall ExpressLanes trip volumes, the number of trips made by each vehicle are reported as relative frequencies.

Findings: In the “Before PAYG” period, 73% of non-FasTrak drivers made just one trip in the ExpressLanes, while in the “With PAYG” period this percentage declined to 63%. However, the number of non-FasTrak drivers in every other trip count bin increased in the “With PAYG” period. The average (arithmetic mean) number of trips made per non-FasTrak driver increased from 2.5 in the “Before PAYG” period to 3.7 in the “With PAYG” period. The difference in the two distributions was statistically significant at a 95% confidence level (Chi-Squared Test, p-value 0.000). These findings indicate that non-FasTrak drivers were more likely to continue using the ExpressLanes without setting up FasTrak accounts in the “With PAYG” period compared to the “Before PAYG” period. Conversely, drivers in the “Before PAYG” period were more likely to set up FasTrak accounts or stop using the ExpressLanes altogether after their first trips as compared to the “With PAYG” period.



DATA TABLE

Trips Per Non-FasTrak Vehicle	Vehicle Count Before PAYG	Vehicle Count With PAYG	Relative Frequency Before PAYG	Relative Frequency With PAYG
1	443,473	420,018	72.7%	62.9%
2	83,975	99,449	13.8%	14.9%
3-5	49,309	77,084	8.1%	11.5%
6-9	14,757	29,165	2.4%	4.4%
10-19	10,323	22,828	1.7%	3.4%
20-99	7,367	17,465	1.2%	2.6%
100+	831	2,057	0.1%	0.3%

Assumptions: In the absence of the PAYG Pilot, the distribution of trip counts per non-FasTrak driver in the ExpressLanes would have remained unchanged between the “Before PAYG” and “With PAYG” periods.

ATTACHMENT D:

Fee Adjustment Policy for Pay-As-You-Go Program

Background

Board Report 2018-0703, Attachment E, established a baseline unit cost estimate for processing Pay-As-You-Go (PAYG) notices of \$4 per notice. This was based on the known or forecasted costs associated with supporting the PAYG program that were available at that time, including but not limited to: postage, manual image review, customer service labor, payment processing, and other accounting/logistics. That Board Report attachment also indicated that the fee amount would need to be reassessed after one year, with the intention of ensuring that it remains appropriately set to sufficiently cover the PAYG program's costs on an ongoing basis.

Purpose

This fee adjustment policy more precisely establishes the framework that will be used to make such adjustments to the PAYG fee periodically over time in an effort to ensure it remains properly aligned with the program's costs. This policy is designed to include appropriate adjustments to account for the effects of inflation, economic climate conditions, an evolving labor/wage landscape, and other factors that contribute to the program's costs. It also takes into consideration the proportion of violations that have gone unpaid (i.e., the non-recovery rate).

Method

An annual audit will be performed to calculate the base processing cost (x) per non-FasTrak trip in the ExpressLanes using the most recent available data. This cost will then be adjusted to account for the non-recovery rate (r_0) to calculate the final processing fee amount (x^*) as follows.

$$x^* = \left(\frac{x}{1 - r_0} \right)$$

When an update to the fee becomes warranted as described in this policy, the new fee amount will be rounded up to the nearest dollar to simplify messaging to users while also ensuring that it remains sufficient to cover the ongoing costs of the program.

Escalation Considerations

Per the ExpressLanes Ordinance for Enforcement of Toll Violations, if a Pay-As-You-Go (PAYG) Notice is not paid within 30 days, it escalates to a "Past Due Notice" and incurs an additional "Past Due Penalty" on top of the previous balance due. If a Past Due Notice is not paid within 30 days, it escalates further to a "Delinquent Notice" and incurs an additional "Delinquent Penalty" on top of the previous balance due. As of January 5, 2020, the escalation penalty structure is as follows.

NOTICE ESCALATION STAGE	TOTAL AMOUNT DUE
Initial PAYG Notice	Toll + \$4 Processing Fee
Past Due Notice	Toll + \$4 Processing Fee + \$21 past-due penalty
Delinquent Notice	Toll + \$4 Processing Fee + \$21 past-due penalty + \$30 delinquent penalty

Altogether, the total amount due at the Past Due Notice escalation stage is the toll plus \$25 in fees and penalties, while the total amount due at the Delinquent Notice escalation stage is the toll plus \$55 in fees and penalties.

As the PAYG processing fee is adjusted in accordance with the procedures described above, the past-due penalty will be adjusted down by an equivalent amount such that the total amount due at the Past Due Notice stage remains the toll plus \$25 in fees and penalties, and the total amount due at the Delinquent Notice stage remains the toll plus \$55 in fees and penalties.

Escalation Example

When the PAYG processing fee is increased from \$4 to \$8 in accordance with the procedures above, the Past Due Penalty would be adjusted from \$21 to \$17 so that the total amount due at the Past Due Notice stage remains the toll plus \$25 in fees and penalties, and the total amount due at the Delinquent Notice stage would remain the toll plus \$55 in fees and penalties. The table below summarizes the new escalation penalty structure in this example.

NOTICE ESCALATION STAGE	TOTAL AMOUNT DUE IN THIS EXAMPLE
Initial PAYG Notice	Toll + \$8 Processing Fee
Past Due Notice	Toll + \$8 Processing Fee + \$17 past-due penalty
Delinquent Notice	Toll + \$8 Processing Fee + \$17 past-due penalty + \$30 delinquent penalty

ATTACHMENT E

Processing Fee Breakdown

The table below disaggregates the Pay-As-You-Go processing fee into its major cost components and their corresponding risk-adjusted amounts, using the latest available volume data for Pay-As-You-Go trips. The cost values reflect the forecasted effects of CPI changes through July 2023, when the new processing fee is assumed to take effect following Board Approval in May 2023 and a 30-day notice period of the planned fee change.

COST	COST CATEGORY
\$1.20	Roadside Systems Maintenance , including: <ul style="list-style-type: none"> • Provision and maintenance of license plate cameras, including health monitoring systems. • Automated license plate image extraction software/licenses. • Trip construction system licensing and maintenance for assembling license plate transactions into trips. • Provision and maintenance of high-bandwidth communications needed to transmit high-resolution license plate images from roadside locations.
\$0.58	Manual Review of License Plate Images , including: <ul style="list-style-type: none"> • Manual license plate image review platform and labor. • QA/QC audit/verification systems for license plate processing. • Transaction costs accrued for each individual trip segment traveled for a given trip.
\$3.69	Customer Service Costs , including: <ul style="list-style-type: none"> • Labor costs for in-person PAYG notice support. • Labor costs for over-the-phone PAYG notice support. • Labor costs for handling/processing of PAYG payments/responses returned by postal mail. • Maintenance costs for web payment systems and chat-based support for PAYG notices. • Incremental costs of back-end support systems and infrastructure for customer service functions for PAYG.
\$2.50	Printing, Postage, Third Party fees, and Other Costs , including: <ul style="list-style-type: none"> • Notice printing and other bundled instructions. • DMV registered vehicle owner lookup system. • Credit card fees and other third party payment processor fees. • Envelope, postage, and return envelope.
\$7.97	Total Processing Cost per notice
\$8.00	Processing Cost (rounded in accordance with Attachment D)

Pay-As-You-Go Equity Analysis

This analysis uses ZIP code data to examine the association between PAYG utilization and equity-focus communities in Los Angeles County.

Data:

The data sources used are:

1. Metro Equity Focus Communities (EFCs) shapefile data.
2. ExpressLanes PAYG trip counts by ZIP code, between September 1, 2021 and August 31, 2022.
3. ExpressLanes total trip counts by ZIP code, between September 1, 2021 and August 31, 2022.

Note that the total trip counts used here is the sum of all PAYG trips and all trips made by Metro ExpressLanes account holders.

Calculation of Pay-As-You-Go Utilization

Only Non-FasTrak trips that were paid at the \$4 notice escalation level were considered to be utilizing the new PAYG policy. Non-FasTrak trips that were paid at later escalation levels were not considered to be taking advantage of the new PAYG policy, since the fees at those stages are equivalent to the escalation levels already in place before the PAYG policy was implemented.

To account for the fact that ZIP codes closer to the corridors are expected to produce more ExpressLanes trips in general, the number of trips utilizing the new PAYG policy in any given ZIP code was normalized by the total number of ExpressLanes trips made by that ZIP code. The resultant percentage is referred to as the "PAYG Utilization Rate" for that ZIP code.

Assigning EFC Values by ZIP Code

Because trip data are available only at the ZIP code spatial aggregation level, whereas EFC data are available on a finer spatial resolution, the overall analysis is done at the ZIP code level. To accommodate this, the EFC tract data had to be translated into ZIP code areas. The process used to perform this conversion was as follows:

1. Assign a numeric EFC value between 0 and 1 for each EFC tract:
 - a. "Very Low Need" areas = 0.00
 - b. "Low Need" areas = 0.25
 - c. "Moderate Need" areas = 0.50
 - d. "High Need" areas = 0.75
 - e. "Very High Need" areas = 1.00
2. Calculate the area of each EFC tract (by area) that falls within a given ZIP code, and multiply that area by the EFC's numeric value from (1) above. This constitutes that tract's proportional EFC contribution to the ZIP code.
3. Sum the contributions from (2) for all of the tracts within a given ZIP code to obtain a composite EFC value, which we will refer to as the "EFC Concentration" for the ZIP code.

As illustrative conceptual examples of the above procedure:

- a ZIP code composed entirely of "very high" EFC tracts would receive an overall EFC concentration value of 1.00 or 100%.
- a ZIP code composed of an even split of "high" and "low" EFC tracts by area would receive an overall EFC concentration value of 0.50 or 50%.

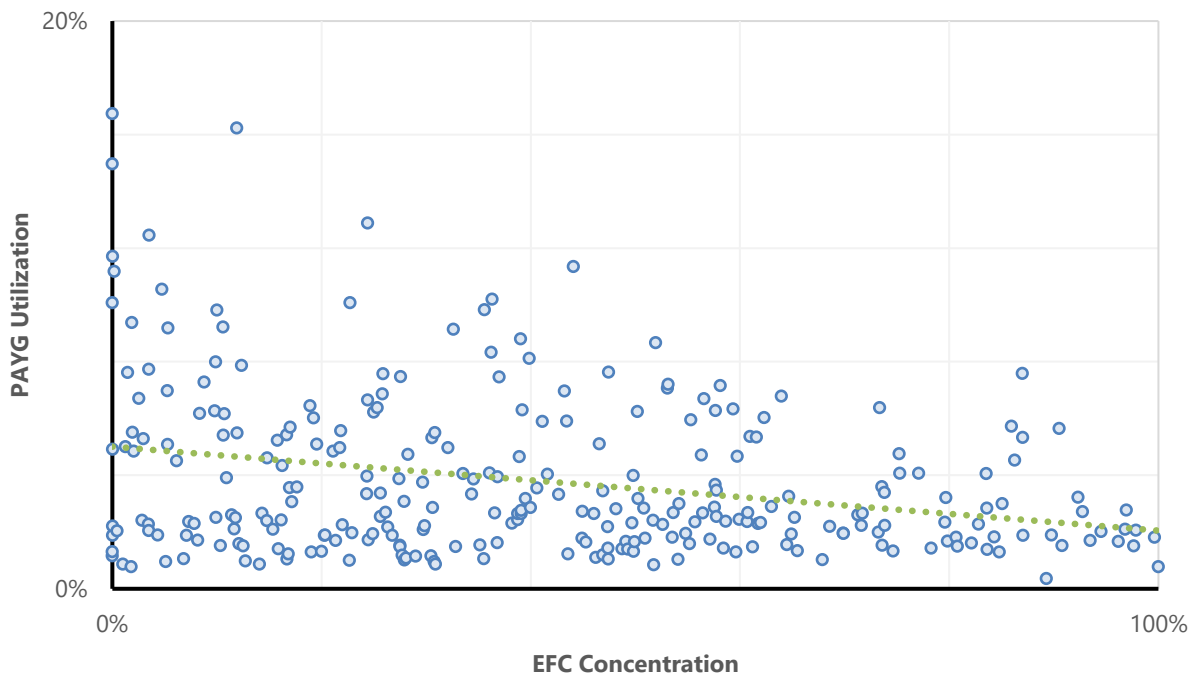
- a ZIP code comprised of entirely “very low” EFC tracts would receive an overall EFC concentration value of 0.00 or 0%.

Because EFCs are only defined for Los Angeles County, any portions of ZIP codes that extended beyond the LA County border were truncated at the county line. Trip counts for those ZIP codes were reduced according to the proportion of the total ZIP code’s area that was within LA County.

Findings

Once each ZIP code was assigned an “EFC Concentration” value, it was possible to explore the quantitative correlation between that value and PAYG trip utilization on a ZIP-code basis. A chart showing the relationship between these two variables is shown below. ZIP codes with less than 1,000 trips were excluded from the analysis due to low sample sizes. Out of 321 ZIP codes, only 44 had to be excluded as a result of this filtering criterion.

Figure 1: PAYG Utilization and EFC Status by ZIP code



A linear regression revealed a slightly negative correlation between the two variables:

$$y = -0.0396x + 0.0501$$

where:

- x = the ZIP code’s EFC concentration value
- y = the ZIP code’s PAYG utilization rate

The correlation was very weak, however, with an R² value of 0.080. These results also assume that all the prerequisite conditions for linear regression are satisfied by the underlying data.

The table below provides PAYG Utilization averages by ZIP code, according to the ZIP code’s EFC Concentration value.

EFC Concentration Range for ZIP Code	EFC Equivalent Label	Total ZIP Codes*	Average PAYG Utilization Rate (averaged across all ZIP codes)
0-20%	Very Low Need	77	4.87%
20-40%	Low Need	72	3.94%
40-60%	Moderate Need	62	3.45%
60-80%	High Need	36	2.91%
80-100%	Very High Need	30	2.62%

**After filtering out ZIP codes with fewer than 1,000 trips, as explained earlier.*

METRO EXPRESSLANES

Pay-As-You-Go Pilot Evaluation

JUNE 22, 2023



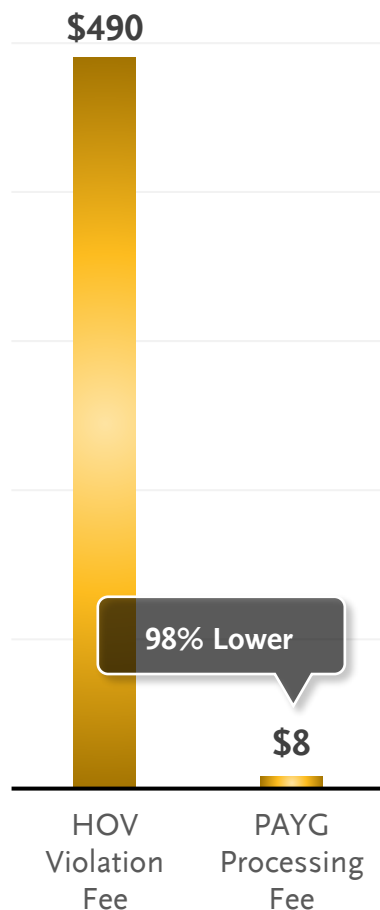
Metro

ExpressLanes Background

- ExpressLanes are about improving mobility, relieving congestion.
 - Dynamic pricing optimizes lane utilization and performance.
 - USDOT requires average peak period speeds stay above 45 mph.
- Converted the underutilized HOV lanes in 2012 (I-110) and 2013 (I-10) into ExpressLanes.
 - HOVs continue traveling toll-free.
 - Others can use spare capacity for a toll.
 - Offers a fast, reliable option for all.
 - Funded by a USDOT grant of \$210M, of which 64% was used for transit improvements.



ExpressLanes Background



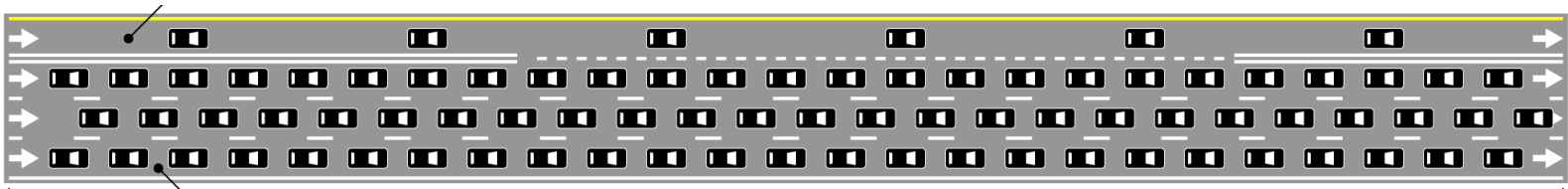
- All drivers are required by law to have FasTrak.
 - HOVs must have switchable transponders (FasTrak Flex) to travel toll-free.
 - If a vehicle uses the ExpressLanes without a transponder, the registered owner receives a notice in the mail for the toll plus a processing fee.
- As an HOV lane, occupancy-related violations were much more costly to drivers: \$490 per violation.
- The PAYG processing fee reflects the added costs associated with plate-based transactions.
 - The convenience offered by the PAYG program comes at added cost to Metro, and the processing fee ensures that this added cost is paid for by the users making those choices, rather than being subsidized by other ExpressLanes account holders that prepared in advance by signing up for accounts.
 - Drivers can easily avoid this cost by opening an account.

Fundamentals of Express Lanes

Pricing optimizes performance by most efficiently using available capacity.

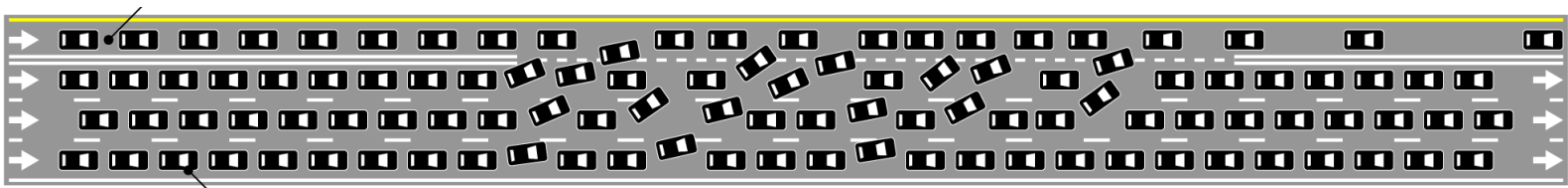
WITH CONGESTION PRICING

Managed Lane capacity fully utilized — Lane operates at free-flow speeds



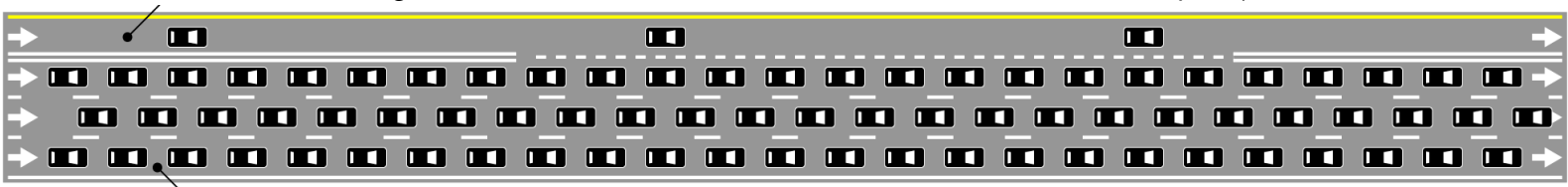
WITHOUT CONGESTION PRICING

Managed Lane capacity overwhelmed — Lane is congested and slows down



WITHOUT CONGESTION PRICING

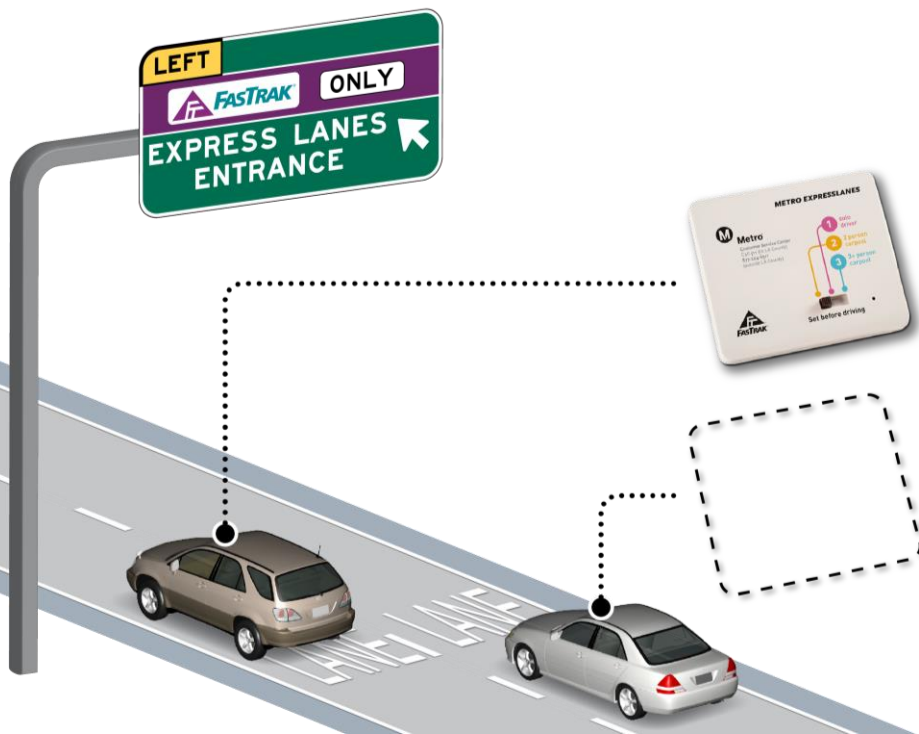
Managed Lane underutilized — Inefficient use of valuable lane capacity



Pay-As-You-Go Background

Objectives based on Board Motion by Hahn as amended by Dupont-Walker:

- Make ExpressLanes available to more drivers—including occasional users—without adversely impacting congestion/mobility.
- Reduce fees paid by non-FasTrak users.



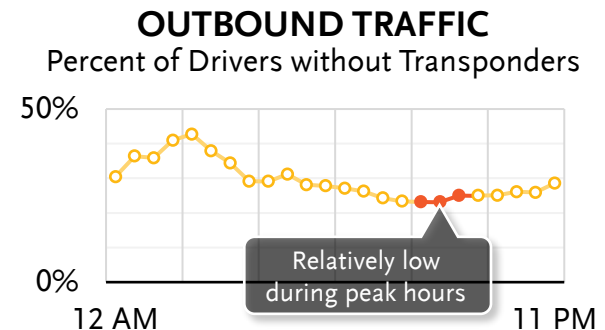
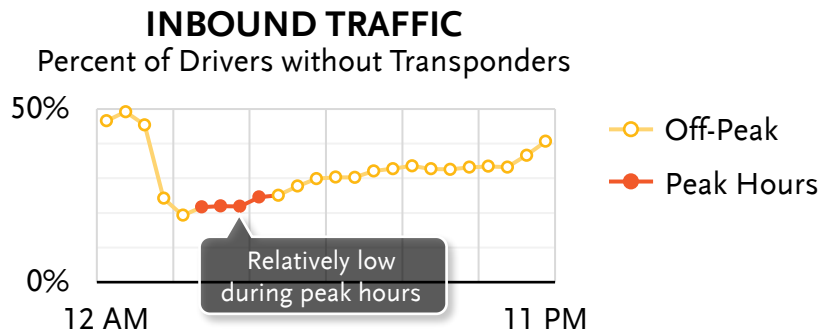
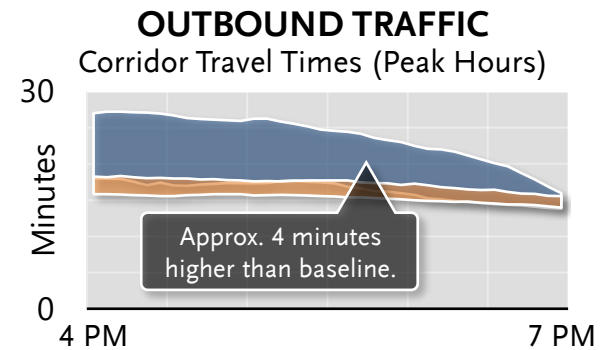
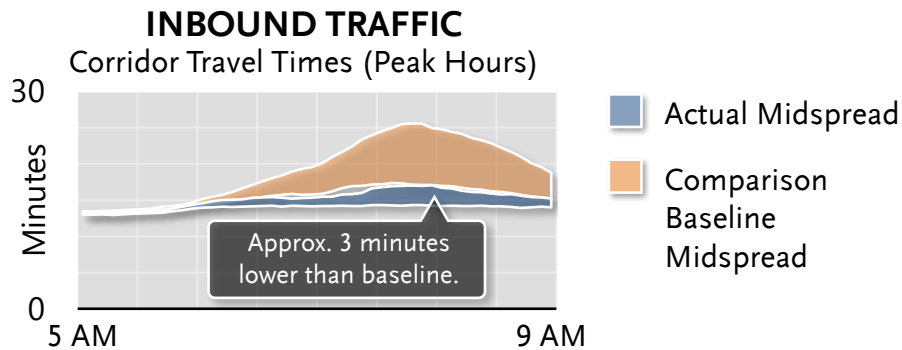
FasTrak Account Holder?

- Toll debited automatically from account.
- Eligible HOVs travel for free with FasTrak Flex.
- No processing fee.

No FasTrak? Pay As You Go

- Registered vehicle owner gets notice by mail.
- Includes toll and processing fee.
- No HOV discount possible. HOV declaration requires switchable transponder.

Pay-As-You-Go: Congestion and Mobility Impacts



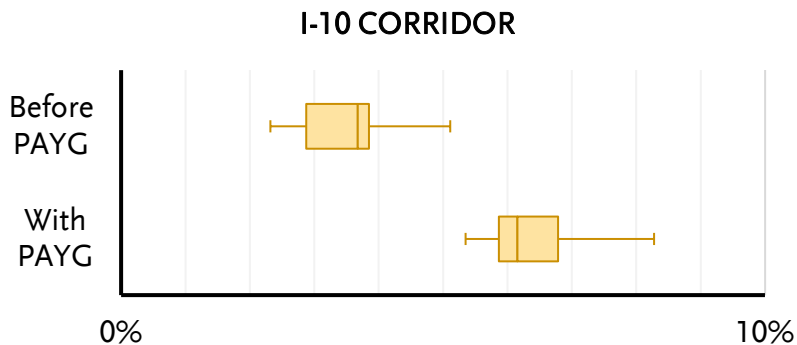
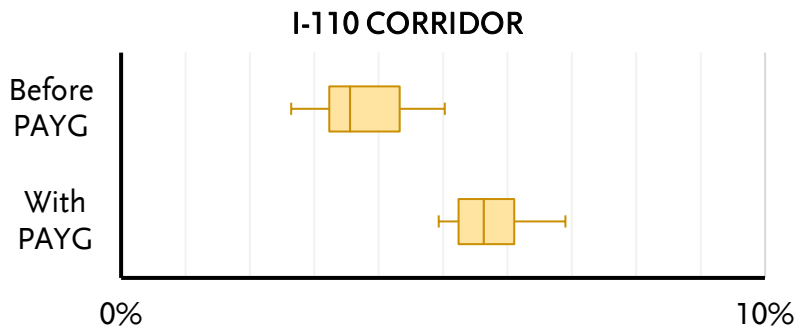
Key Takeaway: Congestion improved in the AM Peak and got worse in the PM Peak. However, Pay-As-You-Go trips are more prevalent during off-peak periods, and are contributing relatively little to peak period traffic and congestion.

Analysis Notes: Controlling for pandemic-related impacts required data from nearby control corridors, which were not available in the case of I-110. Therefore, the above results reflect outcomes for I-10 only. Travel times are also affected by localized corridor changes that occurred during the analysis period (e.g., transit service changes, roadway configuration changes, commuter pattern changes).

Pay-As-You-Go: Outcomes

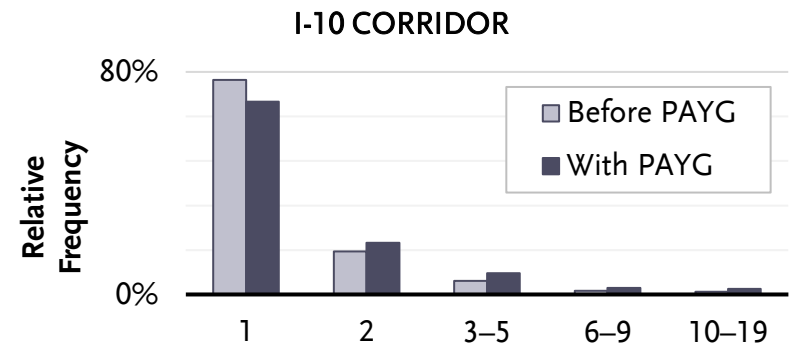
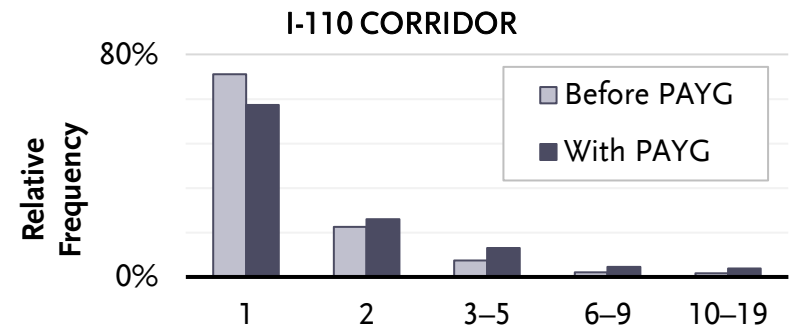
Non-FasTrak Trip Volumes

As Percent of All Trips



Trips per Non-FasTrak Vehicle

On an Annual Basis



Non-FasTrak trip volumes grew by 900,000 over one year.

Non-FasTrak drivers use the ExpressLanes more with PAYG.

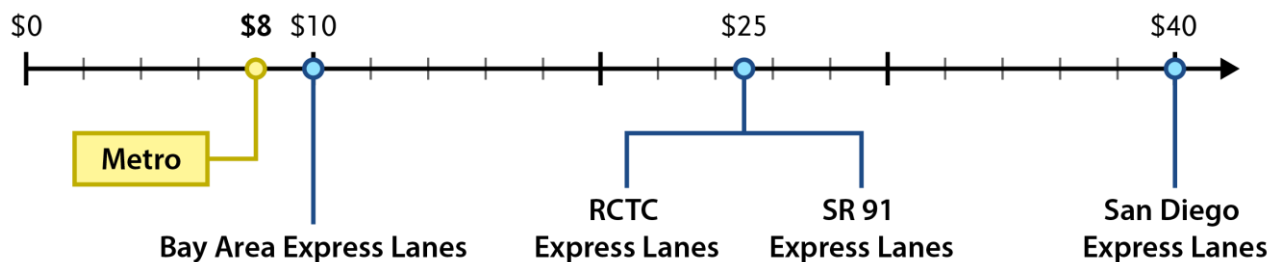
Other analysis outcomes:

- Revenue from non-FasTrak drivers exhibited no statistically significant change.
- On-time payments for non-FasTrak trips exhibited no statistically significant change.

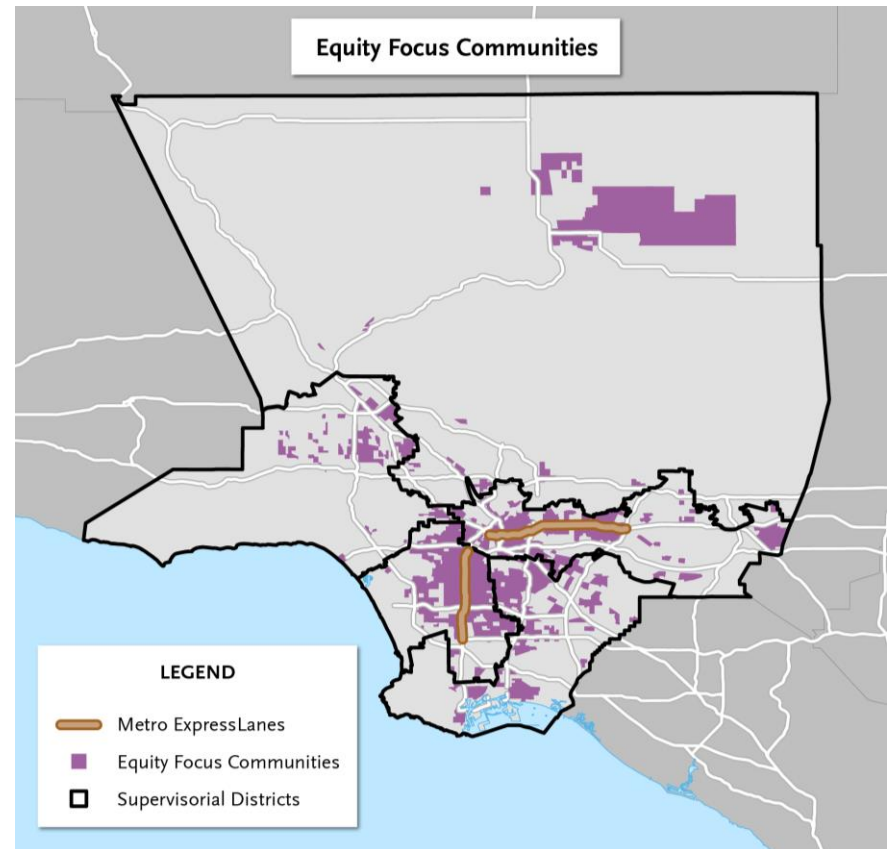
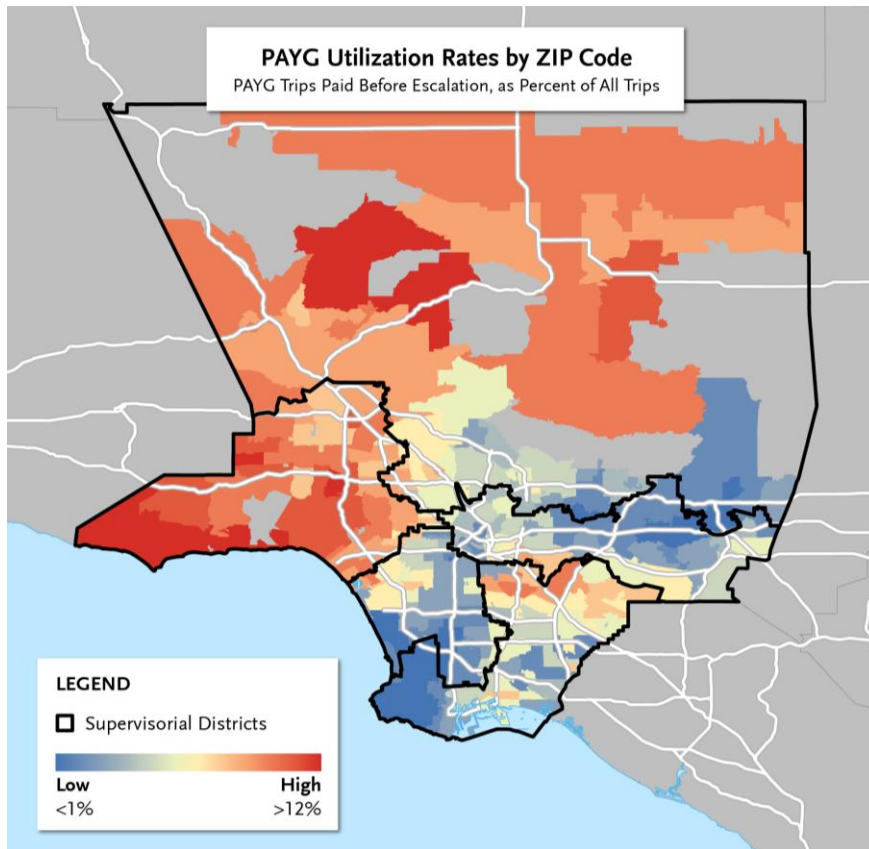
Pay-As-You-Go: Processing Fee

- Purpose: cover costs of processing PAYG notices and ensures efficient operations. Ensures financial sustainability of the program.
- Fee calculation considerations:
 - \$1.20 for equipment, software, and communications for license plate capture
 - \$0.58 for manual verification and QA/QC of license plate images as required
 - \$3.69 for customer service (phone support, in-person support, mail handling)
 - \$2.50 for printing, postage, envelopes, DMV lookup, and credit card fees
 - Total: \$7.97, rounded to \$8 in accordance with fee policy.
- Lowest fee of all Express Lanes in CA. Minimizes cost to non-FasTrak users. Fee subject to annual audit.

FIRST NOTICE FEES FOR EXPRESS LANES AGENCIES IN CALIFORNIA



Pay-As-You-Go Trip Rates in Equity Focus Communities



On average, ZIP codes with the lowest EFC concentrations had the highest relative PAYG utilization rates (**4.87% of all trips made**), whereas ZIP codes with the highest EFC concentrations had the lowest relative PAYG utilization rates (**2.62% of all trips made**).

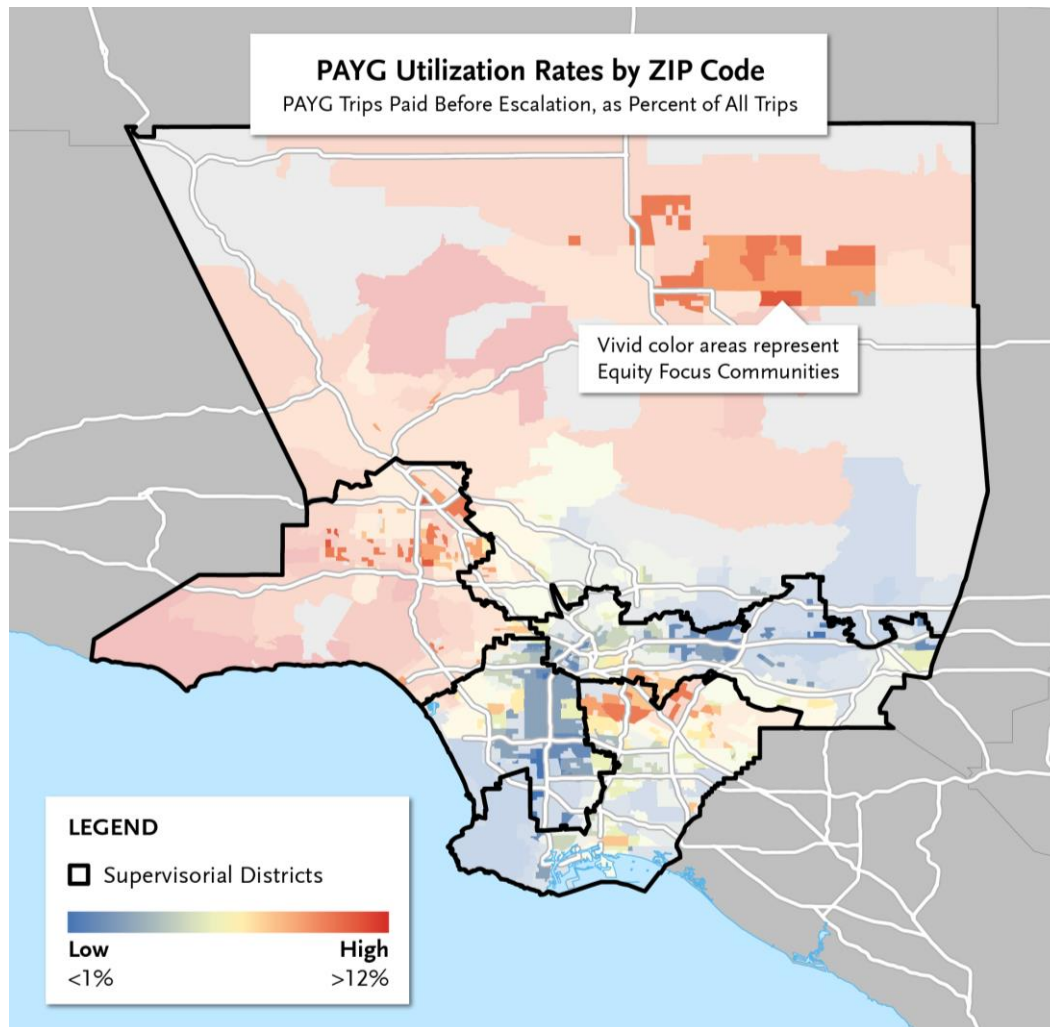
Recommendation

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

Appendix

- A. Pay-As-You-Go Trip Rates in Equity Focus Communities
- B. Enforcement Trends During Pay-As-You-Go Pilot
- C. Pay-As-You-Go Outreach

Pay-As-You-Go Trip Rates in Equity Focus Communities



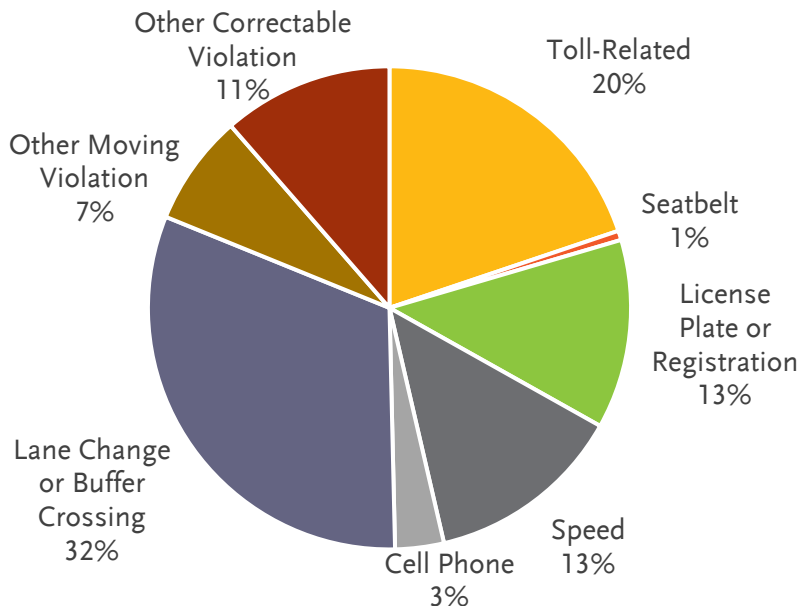
PAYG Utilization by Supervisorial District

District	PAYG Utilization Rate	Annual PAYG Trip Count
1	1.8% of all trips	537,557
2	1.7%	740,977
3	5.7%	136,856
4	2.1%	301,568
5	2.4%	216,109

Enforcement Trends During Pay-As-You-Go Pilot

- Note that CHP enforcement was reduced during 2021-2022 due to the COVID-19 pandemic.

CHP Citations by Type
September 2021 to August 2022



CITATION TYPE	COUNT	SPECIFIC CITATION EXAMPLES
Lane Change or Buffer Crossing	2,564	Crossing the double-white lines to enter/exit ExpressLanes.
Toll-Related	1,613	Transponder switch setting incorrectly set.
Speed	1,077	Unsafe speed, exhibition of speed.
License Plate or Registration	1,031	Obstructed license plate, or no license plate.
Other Correctable	928	Brake lamp not functional.
Other Moving Violation	605	Following too closely, reckless driving.
Cell Phone	265	Texting, using phone without hands-free setup.
Seatbelt	51	Not wearing seat belt.

Pay-As-You-Go Outreach

- Targeted messaging via billboards near the ExpressLanes corridors.
- Overhead electronic message signs on the ExpressLanes.
 - Other roadside signage options are limited due to public road signage regulations.
- Engagement with COGs, other partners.
- Details on web site front page, which gets 200,000 visitors per month.

Want to use the ExpressLanes?

Don't have Fastrak?

Pay As You Go instead!

WE MAIL YOU A NOTICE. YOU PAY TOLL + PROCESSING FEE.

METRO EXPRESSLANES



Board Report

File #: 2023-0325, File Type: Budget

Agenda Number: 40.

REGULAR BOARD MEETING JUNE 22, 2023

SUBJECT: LINK UNION STATION PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE The Chief Executive Officer to:

- A. NEGOTIATE, AWARD AND EXECUTE a cost reimbursable fixed fee Contract No. AE83177E0130, to Lockwood, Andrews, & Newman, Inc (LAN), for preconstruction services and construction management support services on the Link US Project, subject to resolution of any properly submitted protest(s);
- B. AUTHORIZE a contract funding amount not-to-exceed \$16,250,000 through January 2027 to support preconstruction services with an anticipated Annual Work Plan not to exceed \$3,500,000; and
- C. NEGOTIATE AND EXECUTE contract modifications within the Board approved contract funding amount.

ISSUE

Staff is seeking the Board to award a cost reimbursable fixed fee Construction Management Support Services Contract (CMSSC) to LAN for the Link US Project. Construction management support services will be needed to support advanced preliminary engineering, final design, pre-construction activities with the Construction Manager/General Contractor (CM/GC) contractor, third party construction, early work construction, main construction, administration of construction contracts, and contract close-out during the delivery of the Link US Project.

The CMSSC will provide Metro the flexibility to adjust the necessary resources with staff augmentation on an as-needed basis to deliver the Link US Project safely, on time, and within budget.

BACKGROUND

The Link US Project will transform how the commuter and intercity rail operates in Southern California with run-through capability at Los Angeles Union Station (LAUS) providing one-seat rides from San Luis Obispo to San Diego, increasing commuter and intercity rail services by up to 60%, and accommodating future high-speed rail service. The Link US Project is planned to be implemented in two phases:

1. Phase A would include construction of the full viaduct structure over the US-101 freeway that accommodates up to nine (9) new run-through tracks, track, signal, and communication work in the throat area, run-through platform, quiet zone ready improvements at Main Street grade crossing, active transportation improvements and some preliminary engineering design for Phase B. Phase A improvements have received funding commitments of \$950.398 million.
2. Phase B would include raising the rail yard up to 15 feet for the run-through track viaduct structure, new platforms, a newly expanded passageway, and access to all platforms that comply with current ADA standards, and a new lead track north of the railyard. Phase B is funded for planning, environmental, and some preliminary engineering, but it is not fully funded for final design and construction.

Metro's construction management support services' philosophy envisions that the primary role of the CMSSC is to provide highly skilled and qualified individuals to assist and support Metro in the construction management and administration of construction projects. This role also entails ensuring that the construction of projects is completed with a high level of quality and safety. The CMSSC staff are fully integrated into the construction project team with Metro staff. CMSSC staff have the specialized technical and administrative expertise to assist and support project delivery and implementation and to perform the necessary project reporting requirements and control procedures established by Metro. In the performance of work, CMSSC staff must adhere to and comply with all Metro policies and procedures.

The CMSSC proposed herein are mainly to assist in the delivery of Link US Phase A; however, the CMSSC may be used to support any preliminary engineering construction management support for Link US Phase B. Optional scope is available for final design and construction of Link US Phase B, within the term of the contract, provided funding is available.

CEQA & NEPA

Under a separate funding agreement with California High Speed Rail Authority (CHSRA), in 2017 LACMTA received American Recovery and Reinvestment Act federal funds for environmental and planning work for the Link US Project. The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019 and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing National Environmental Policy Act (NEPA) environmental clearance with California High Speed Rail Authority (CHSRA) as the NEPA Lead Agency, which will be complete as early as Spring 2024.

DISCUSSION

On June 28, 2022, Metro issued a Request for Proposals (RFP) for a Construction Management Support Services Contract to support the delivery of the Link US Project. The CMSSC contract is a cost reimbursable fixed fee contract.

Staff is seeking contract authorization for Preconstruction Services at this time. The Preconstruction Services will include assistance with CM/GC procurement, constructability reviews, estimating, negotiating and early works inspection and management. Staff will advance the Construction Support Services portion of the project after the design work and preconstruction services are complete and after the Construction LOP is authorized by the Board. The overall contract is expected to have a final value of approximately \$75 million and a duration of up to 11 years for all services required to construct Phase A of the Link US project, including CM/GC Procurement, Preconstruction, Construction, Testing and Commissioning, and Contract Closeout.

Annual Work Plan (AWP)

Since the CMSSC contract is a cost reimbursable fixed fee contract, consultant services will be performed using Annual Work Plans (AWP). Each AWP will include negotiated direct labor rates, indirect cost rates, general and administrative expenses, if any, a fixed fee, and negotiated hours for the level of effort to match the work. The AWP's will be within the Board approved funding amount for the project, which is funded from the current Board approved Preconstruction Budget, or ultimately the Board approved Life of Project Budget. The initial AWP is anticipated to be an amount not-to-exceed \$3,500,000.

Metro shall ensure that strict project controls are in place prior to approving each AWP to closely monitor the CMSSC's budget and AWP schedules. No funds will be obligated until the AWP is approved and confirmed to be within the Board approved funding for the contract.

Metro staff will begin onboarding CMSSC consultants immediately following contract execution and in a level of effort that matches the schedule and pace of the project.

Pre-Construction LOP Budget

On May 26, 2022, the Metro Board approved a Preconstruction Budget of \$297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, all third-party work, early demolition work, real estate acquisitions, and all associated soft costs.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro and Metrolink standards, as well as state and federal requirements. The award of the CMSSC for Phase A of the Link US project will have no impact on safety.

FINANCIAL IMPACT

The aforementioned AWP(s) under this contract will be funded under the Board approved Preconstruction Budget. The Preconstruction Budget is anticipated to fund the project through the Preconstruction period, which includes Final Design and Construction Pricing with the CM/GC Contractor. This is a multi-year project and budgeting for future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The funding requirement for the first AWP in the amount not-to-exceed \$3,500,000 is included in the approved Preconstruction Budget for cost center 2415 under Link US project, 460089. The funding sources for the authorized Preconstruction Budget in the amount of \$297.818 million is comprised of Transit and Intercity Rail Capital Program (TIRCP), State Transit Improvement Program (STIP), and Measure R 3% Regional Rail. These funds are not eligible for Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Link US Project will provide better transit connectivity and increase rail service capacity by as much as 60%, which will contribute to the estimated 200,000 passengers per weekday by 2028. The improved rail service will provide better access to the Antelope Valley and San Bernardino lines and make it easier for riders in Equity Focus Communities (EFCs) along the lines to get to jobs, housing, and appointments and access the greater LA Metro public transportation system at Los Angeles Union Station. Annual household income, automobile availability, and employment levels are lowest on the Antelope Valley and San Bernardino Lines. By 2040, the weekday trains to these communities are expected to expand from 68 to 96 weekday trains.

For this project, a 25% SBE and a 3% DVBE goal was established.

The Link US Project will also result in reduced train and idling times, saving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to Los Angeles Union. The reduced train and idling times will result in fuel savings and emission reductions per train. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs.

The Link US Project will improve equity outcomes by improving the quality of life for low-income residents including those at the William Mead Homes: the first affordable housing project in the City of Los Angeles constructed in the 1950s and located within the Metro Equity Focused Areas. Such improvements include a new sound wall that will be designed to reduce noise externalities from train operations and future increases in train operations. The improvements will also include quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The project will also improve accessibility and user experience for passengers at LAUS by replacing all ramps between the passageway and the train platforms with ADA-compliant elevators and modern escalators; including additional transit amenities such as restrooms, waiting areas, retail, etc.; and

improving wayfinding to allow more seamless transfer of transportation services by including new static and modern dynamic signage installations within the Project limits to be designed in English and Spanish and other accommodations to assist those with hearing and/or visual impairments.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports the following Strategic Goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at Los Angeles Union Station (LAUS), enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, CalSTA, FRA, and Amtrak

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract to LAN. This is not recommended because our only option would be to cancel and re-procure and this delay in awarding the contract would adversely impact the overall delivery of the LINK-US project. Furthermore, this may impact grant funding agreements with TIRCP and CHSRA.

NEXT STEPS

After the Board approval of this CMSSC Contract, the Contracting Officer will issue the notice to proceed in accordance with Metro Procurement Policies and Procedures.

ATTACHMENTS

Attachment A - Procurement Summary

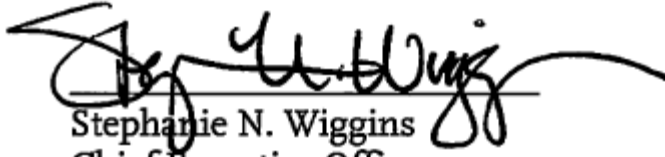
Attachment B - DEOD Summary

Prepared by:

Scott McConnell, Executive Officer, Program Management, (213) 922-4980

Tim Lindholm, Deputy Chief Program Management Officer, (213) 922 -7297
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Sameh Ghaly, Interim Chief Program Management Officer (213)418-3369



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR LINK UNION
STATION CM/GC
CONTRACT NO. RFP AE83177E0130**

1.	Contract Number: AE83177E0130	
2.	Recommended Vendor: Lockwood, Andrews, & Newnam, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" 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 28, 2022	
	B. Advertised/Publicized: June 28, 2022	
	C. Pre-Proposal Conference: July 21, 2022	
	D. Proposals Due: September 20, 2022	
	E. Pre-Qualification Completed: November 21, 2022	
	F. Organizational Conflict of Interest Review Completed: May 16, 2023	
	G. Protest Period End Date: Est. June 23, 2023	
5.	Solicitations Picked up/Downloaded: Two hundred fifty-nine (259)	Proposals Received: Six (6)
6.	Contract Administrator: Diana Sogomonyan	Telephone Number: (213) 922 - 7243
7.	Project Manager: Scott McConnell	Telephone Number: (213) 922 - 4980

A. Procurement Background

This Board Action is to approve the award of Contract No. AE83177E0130 to provide Construction Management Support Services (CMSS) for Link Union Station CM/GC; subject to resolution of any properly submitted protest(s).

The CMSS Consultant will assist Metro in the management of the Link US Project by providing preconstruction and construction support services for Phase A and preconstruction services for Phase B (Phase B Construction Support Services is an optional scope of services). The Scope of Services for CMSS includes services critical to control the design to budget, assist in the negotiation of a construction contract with the Link US Construction Manager/General Contractor (to be selected under a separate procurement), and assist Metro in managing construction of Phase A to ensure completion within budget and on schedule. Work Plans for the CMSS Consultant will be negotiated annually, subject to availability of funds.

This was a qualification-based procurement performed in accordance with Los Angeles County Metropolitan Transportation Authority (Metro) Procurement Policies and Procedures, and California Government Code §4525-4529.5 for Architectural and Engineering (A&E) services. Cost was not an evaluation factor. Metro will award a Cost Reimbursable-Plus Fixed Fee (CPFF) type contract. The contract is subject to

available funds based on negotiated Annual Work Plans. The first Annual Work Plan covers required Construction Management (CM) support services during the remaining Fiscal Year (FY) 2023 and FY2024.

A Letter of Guarantee will be executed for the Project/Construction Manager, Lead Estimator, and Lead Facilitator for Phase A and the Vertical Construction Manager under Phase B, to ensure proposed personnel are actually available to support the project. The Contract includes a Special Provision that subjects the Contractor to Liquidated Damages should the Contractor fail to provide the proposed key personnel.

Metro issued a Request for Proposal (RFP) AE83177E0130, Construction Management Support Services for Link Union Station CM/GC, on June 28, 2022. Metro advertised the RFP in various newspapers in general circulation: LA Watts Times, Asian Week, Los Angeles Daily News, Riverside Press Enterprise, LA Opinion, Dodge Construction News, and Engineering News Record. Notifications were also sent to 3,498 firms and to an additional 880 SBE Certified firms and 247 DVBE Certified firms listed in Metro's Vendor database that had the applicable NAICS codes.

A virtual pre-proposal conference was held on July 21, 2022, in accordance with California Governor Executive Order N-33-20 related to COVID-19. One hundred and seventy-one (171) individuals including eighty-two (82) different firms attended the pre-proposal conference. Two hundred fifty-nine (259) individuals from various firms downloaded the RFP Package from Metro's Vendor Portal.

Five (5) Amendments were issued during the Solicitation phase of this RFP and included the following summary updates:

Amendment No. 1, issued on July 12, 2022, to revise Section III – Proposal Requirements/Forms as follows:

- Submittal Requirements Section 1.2: Revised to refer Proposers to the content summary in Exhibits (Solicitation) Exhibit 17 Submittal Requirements for each Volume of the Proposal Content.
- Exhibits (Solicitation) Exhibit 3 Evaluation Criteria: Other Evaluation Factors updated.
- Exhibits (Solicitation) Exhibit 14: Annual Work Plan Spreadsheet was replaced in its entirety.

Amendment No. 2, issued on July 15, 2022, to revise Section II – Proposal Instructions and Section IV – Contract Documents (Sample) as follows:

- All reference to Local Small Business Enterprise (LSBE) Preference was deleted from Diversity & Economic Opportunity Department (DEOD) Instructions since it was not adopted at the time: DI-01 – Instructions to Bidders/Proposers AND Exhibit D DEOD SBE/DVBE Contract Compliance Manual (Non-Federal); and DI-01 clarified to include reference to CA Department of General Services (DGS).

Amendment No. 3, issued on August 3, 2022, to revise Section I – Letter of Invitation, Section II – Proposal Instructions, Section III – Proposal Requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- LOI-01 Notice and Invitation: Proposal Due Date was extended for an additional two weeks.
- LOI-07 Basis of Award clarified.
- Exhibits (Solicitation) Exhibit 5 Proposal Letter: Validity period of Proposals was updated.
- Exhibit A Scope of Services Attachment 1: Description of Positions: position qualifications for two positions were clarified.
- Exhibit J. Construction Safety and Security Manual was replaced with new version - Revision 5.0: January 2022.

Amendment No. 4, issued on August 19, 2022, to revise Section III – Proposal Requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- Exhibit 14 Annual Work Plan: was replaced in its entirety.
- Exhibit A Scope of Services - Attachment 5 Phase A Cost Estimate Templates on an Open Book Basis PDF was replaced in its entirety.

Amendment No. 5, issued on September 2, 2022, to revise Section I – Letter of Invitation, Section III – Proposal Requirements/Forms, and Section IV – Contract Documents (Sample) as follows:

- LOI-01 Notice and Invitation: Period of Performance of the Contract was revised to 11 Years and Proposal Due Date was revised to Tuesday, September 20, 2022.
- Submittal Requirements Section 1.1: 100-page proposal limit clarified.
- Exhibit 13 Staffing Plan: PDF Spreadsheet was replaced in its entirety.
- Exhibit 14 Annual Work Plan: Excel and PDF Spreadsheet was replaced in its entirety.
- Exhibit 15 Link US:List of Quantities Based Phase A 35% Design, items 329 thru 337 were deleted.
- Exhibit A Scope of Services Attachment 5 Phase A Cost Estimate Templates on an Open Book Basis: Link Union Station Project Construction Cost Estimate Summary page and Calculations were replaced in its entirety.

A total of six (6) proposals were received on the proposal due date, September 20, 2022, from the following firms listed below in alphabetical order:

1. ABA Global, Inc.
2. Jacobs Project Management Company
3. Lockwood, Andrews, & Newnam, Inc.
4. Parsons / Mott McDonald (Joint Venture)
5. Psomas
6. Stantec Consulting Services Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of Metro staff from Highway Programs, Quality Assurance / Compliance, and Regional Rail departments was convened to conduct a comprehensive evaluation of the proposals received.

The recommendation of the most qualified Proposer is based on the PET's assessment of the written proposals and oral presentations. Pursuant to the RFP, the PET scored the proposals in accordance with the Evaluation Criteria and Points set forth in the RFP. The most qualified Proposer was determined to be the Proposer that submitted the highest scored proposal.

The proposals were evaluated based on the following evaluation criteria and associated points:

I.	EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A	1000 Points
A.	Proposer's Project Team and CM/GC Experience	300 Points
B.	Project Management Approach to Preconstruction Support Services	105 Points
C.	Successful Negotiation Approach to a Firm Fixed Price Proposal	175 Points
D.	Construction Management	220 Points
E.	Third-Party Coordination and Approval	100 Points
F.	Cost Management and Value Engineering	100 Points
II.	EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B	350 Points
A.	Proposer's Project Team and CM/GC Experience	140 Points
B.	Successful Negotiation Approach to a Firm Fixed Price Proposal	55 Points
C.	Construction Management	110 Points
D.	Cost/Schedule Management and Value Engineering	45 Points
	Total Available Points (Phase A and B)	1350 Points

The PET evaluated and scored the proposals and based on the initial scoring determined the Proposal submitted by ABA Global, Inc. was not within the competitive range and eliminated from further consideration. The competitive range included all of the other five proposals.

Metro scheduled Oral Presentations with all five (5) Proposers in the competitive range.

Virtual Oral Presentations were held on January 25, 2023, and January 27, 2023. In general, each proposer's presentation addressed the requirements of the RFP, and experience with all aspects of the required scope for successful oversight of the Link US CMGC contract. The proposing firms had the opportunity to present their key personnel as well as respond to the PET's questions. Each proposing team was asked questions relative to each firm's previous experience performing work of a similar nature to the Scope of Services presented in the RFP.

The PET ranked the proposals and assessed major strengths and weaknesses of the Proposers to determine the most qualified firm. The evaluation performed by the PET originally ranked Jacobs Project Management Company (Jacobs) as the highest and Lockwood, Andrews, & Newnam (LAN), Inc. was the second highest ranked proposer. However, during the protest process Metro subsequently determined the Jacobs team had an organizational conflict of interest with access to confidential information resulting in a significant competitive advantage over other potential proposers making the Jacobs team ineligible to receive a Contract under this procurement. Consequently, Metro is recommending the CMSS Contract be awarded to LAN as the most qualified firm.

C. Qualifications Summary of Recommended Firm

LAN demonstrated thorough knowledge and understanding of the project and the potential constraints that may adversely impact the project. LAN proposed three very good Value Engineering (VE) and Constructability opportunities to save costs and reduce schedule. LAN illustrated an excellent use of Building Information Modeling (BIM) to enhance constructability reviews, including performing clash detection analysis, coordinating development of LOD 300 design BIM model and LOD 400 design BIM model.

LAN demonstrated substantial CM/GC and relevant experience on projects that were similar in scope and complexity as the Link US project. LAN proposed a team whose composition demonstrates a deep bench of expertise. Key personnel positions including the Project/Construction Manager, Lead Facilitator and Lead Estimator all have substantial CM/GC project delivery method experience.

The proposed Project / Construction Manager has 20 years senior-level project management experience in engineering and constructions projects, 10 years of transit CM/GC experience and supported 10 CM/GC transit projects. On Denton County Transportation Authority's (DCTA) A-Train Commuter Rail CM/GC project, he served in the CMSS role and oversaw the project from preconstruction through revenue service. Other experiences include the DART, Green Line Extension, Southeast 2 Line Section CM/GC Project, and Santa Clara Valley Transit Transportation Authority (VTA / BART) Silicon Valley Berryessa Extension Design-Build Project.

LAN's Third-party Liaison/Expeditor has 20 years of transportation project experience, including oversight and management of third-party issues on large projects and programs with the City of Los Angeles, Los Angeles County, State of California, utility owners/agencies, and with other Stakeholders such as the CAHSR Authority, SCRRA, and Caltrans.

The results of the final scoring are shown below:

	Firm / Evaluation Factor	Max Factor Weight	Max Points for Criteria	Total Average Score	Rank
1					
2	Lockwood, Andrews, & Newnam, Inc.				
3	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	841.00	
4	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	261.25	
5	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	76.17	
6	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	146.37	
7	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	181.72	
8	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	90.00	
9	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	85.50	
10	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	287.03	
11	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	119.92	

12	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	43.08	
13	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	90.20	
14	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	33.83	
15	Total		1350.00	1128.03	1
16	Psomas				
17	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	771.93	
18	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	238.02	
19	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	80.05	
20	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	140.05	
21	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	161.97	
22	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	74.45	
23	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	77.40	
24	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	266.67	
25	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	108.33	
26	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	44.17	
27	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	79.67	

28	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.50	
29	Total		1350.00	1038.60	2
30	Parsons / Mott McDonald (Joint Venture)				
31	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	754.87	
32	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	230.7833	
33	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	75.20	
34	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	141.78	
35	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	159.23	
36	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	72.30	
37	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	75.57	
38	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	267.97	
39	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	109.42	
40	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	41.73	
41	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	82.57	
42	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.25	
43	Total		1350.00	1022.83	3
44	Stantec Consulting Services Inc.				
45	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A	100.00%	1000.00	745.30	

	(100% of total 1000 points, which is 74% of TOTAL 1350 Points)				
46	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	232.65	
47	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	78.92	
48	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	120.60	
49	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	165.12	
50	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	74.37	
51	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	73.65	
52	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	263.42	
53	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	106.63	
54	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	41.53	
55	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	81.02	
56	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	34.23	
57	Total		1350.00	1008.72	4
58	ABA Global, Inc.				
59	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	206.17	
60	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) 300 pts/1000 pts (30.00%)	30.00%	300.00	114.1667	
61	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT	10.50%	105.00	11.60	

	SERVICES (PHASE A) (105 pts of 1000 pts = 10.50%)			
62	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (175 pts of 1000pts =17.50%)	17.50%	175.00	1.00
63	D. CONSTRUCTION MANAGEMENT (PHASE A) – (220 pts of 1000pts = 22.00%)	22.00%	220.00	16.33
64	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) – (100 pts of 1000 pts = 10.00%)	10.00%	100.00	57.13
65	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) – (100 pts of 1000 pts = 10.00%)	10.00%	100.00	5.93
66	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B – (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	40.08
67	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) – (140 pts of 350 pts = 40.00%)	40.00%	140.00	37.05
68	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION – (55 pts of 350 pts = 15.71%)	15.71%	55.00	0.00
69	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) – (100 pts of 350 pts = 31.42%)	31.42%	110.00	3.03
70	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) – (45 pts of 350 pts = 12.86%)	12.86%	45.00	0.00
71	Total - Not in Competitive Range		1350.00	246.25
72	Jacobs Project Management Company			
73	I. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE A (100% of total 1000 points, which is 74% of TOTAL 1350 Points)	100.00%	1000.00	842.93
74	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE A) (30.00%)	30.00%	300.00	259.27

75	B. PROJECT MANAGEMENT APPROACH TO PRECONSTRUCTION SUPPORT SERVICES (PHASE A) (10.50%)	10.50%	105.00	86.15
76	C. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL (PHASE A) (17.50%)	17.50%	175.00	150.23
77	D. CONSTRUCTION MANAGEMENT (PHASE A) - (22.00%)	22.00%	220.00	177.85
78	E. THIRD-PARTY COORDINATION AND APPROVAL (PHASE A) - (10.00%)	10.00%	100.00	85.67
79	F. COST MANAGEMENT AND VALUE ENGINEERING (PHASE A) - (10.00%)	10.00%	100.00	83.77
80	II. EVALUATION CRITERIA AND SCORING FOR PROJECT PHASE B - (100% of total 350 points, which is 26% of TOTAL 1350 Points)	100.00%	350.00	301.07
81	A. PROPOSER'S PROJECT TEAM AND CMGC EXPERIENCE (PHASE B) - (40.00%)	40.00%	140.00	122.23
82	B. SUCCESSFUL NEGOTIATION APPROACH TO A FIRM FIXED PRICE PROPOSAL FOR PHASE B CONSTRUCTION OPTION - (15.71%)	15.71%	55.00	46.42
83	C. CONSTRUCTION MANAGEMENT (PHASE B OPTIONAL SCOPE) - (31.42%)	31.42%	110.00	95.20
84	D. COST / SCHEDULE MANAGEMENT AND VALUE ENGINEERING (PHASE B) - (12.86%)	12.86%	45.00	37.22
85	Total - Ineligible for an award due to OCI		1350.00	1144.00

D. Cost/Price Analysis

A cost analysis of the elements of cost including labor rates, indirect rates and other direct costs will be completed in accordance with Metro's Procurement Policies and Procedures, including fact-finding, clarification and cost analysis to determine the cost factors are fair and reasonable. Metro will negotiate and establish indirect cost rates and as appropriate provisional indirect (overhead) rates, plus a fixed fee factor to establish a fixed fee amount based on the total estimated cost of performance of the Scope of Services, for the first Annual Work Plan for the remainder of FY23 and FY24. Work Plans for the CMSS Consultant will be negotiated annually throughout the contract term, subject to availability of funds.

E. Background on Recommended Contractor

LAN was founded in 1935 and is a national, full-service civil engineering firm, offering planning, engineering, and program and construction management services. LAN specializes in rail transit and CMGC delivery, with a history of construction management/owner's representative services. LAN has partnered with California transit agencies to deliver rail transit projects, including the Santa Clara Valley Transportation Authority (VTA), Bay Area Rapid Transit (BART), Sacramento Regional Transit District (SacRT), San Bernardino County Transportation Authority (SBCTA), and Caltrain, among others.

Previously, LAN provided design and design services during construction of the Silicon Valley Bart Berryessa Extension Design-Build Project, a 10-mile, \$860 million extension of the BART system into Santa Clara County. LAN also provided project management for the DART Red/Blue Line Platform extension CMGC project. LAN led a joint-venture to provide project management support services, including planning, procurement, design, and construction management services for the \$300 million A-train Commuter Rail CMGC Implementation for Denton County Transportation Authority (DCTA) in Denton Texas. Located along the old Denton Branch (formerly Union Pacific Railroad), the alignment is a shared corridor with a Class 1 railroad operator for approximately 10 miles of the 21-mile corridor.

They are headquartered in Austin, Texas and have a local office located in the heart of downtown Los Angeles, at 550 S. Hope Street, 27th floor, Los Angeles, CA 90071.

DEOD SUMMARY

CONSTRUCTION MANAGEMENT SUPPORT SERVICES (CMSS) FOR LINK UNION STATION CM/GC
 CONTRACT NO. RFP AE83177E0130

A. Small Business Participation

This procurement is funded in whole or in part with California High Speed Rail funds (CHSR). As such, CHSR has required the use of its Small Business Program goals of 25% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) for this solicitation. The CHSR Small Business Program included Department of General Services certified SB, SB (Micro), and Metro certified SBE firms. Consultant services will be performed using Annual Work Plans (AWP).

Lockwood, Andrews & Newman, Inc. (LAN) a LEO A Daly Company made a 29% SBE and 6% DVBE commitment for the overall contract. DEOD will determine LANI's SBE/DVBE commitments for the Year 1 work plan at the conclusion of final negotiations. Additionally, as scope and budget are identified for each annual work plan, LANI will identify its corresponding commitments to listed SBE/DVBE firms.

Small Business Goal	25% SBE 3% DVBE	Small Business Commitment (Overall Contract)	29% SBE 6% DVBE
		Small Business Commitment - Year 1	TBD SBE TBD DVBE

SBE Subcontractors		DGS SB/SB (Micro)	Metro SBE	% Committed
1.	D'Leon Consulting Engineers		X	TBD
2.	AIX Consulting		X	TBD
3.	Applied Earthworks, Inc.	X		TBD
4.	Barrios & Associates	X	X	TBD
5.	Cabrinha, Hearn & Associates	X	X	TBD
6.	Impact Sciences, Inc.	X	X	TBD
7.	Make Good Company	X	X	TBD
8.	Padilla & Associates, Inc.	X		TBD
9.	PPM Group	X	X	TBD
Total SBE Commitment				29%

DVBE Subcontractors		% Committed
1.	Conaway Geomatics Inc.	TBD
2.	Leland Saylor Associates	TBD
3.	MA Engineering	TBD
Total DVBE Commitment		6%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to this CHSR-funded solicitation.

C. Contractor Outreach and Mentoring Plan (COMP)

COMP is not applicable for this A&E contract. In accordance with the California Government Code Section 4525, et seq., Metro shall use qualifications-based competitive procedures for the procurement of architectural and engineering services, as defined in the code. Only a competitor's qualifications to perform the architectural and engineering services are to be evaluated and the most qualified proposing firm to be selected.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. This contract is for Construction Management Support Services (CMSS) for Link Union Station CM/GC. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2023-0411, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 22, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 25, 2023.

Main Office Phone:
310 - 798-2400

Direct Dial:
310-798-2400 Ext. 1

CBM

Carstens, Black & Minter LLP
2200 Pacific Coast Highway, Suite 318
Hermosa Beach, CA 90254
www.cbcearthlaw.com

Douglas P. Carstens
Email Address:
dpc@cbcearthlaw.com

May 16, 2023

Honorable Chair and Members,
Board of Directors of the Metropolitan Transportation Authority
C/O Finance, Budget, and Audit Committee
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012-2952
By Email: budgetcomments@metro.net and BoardClerk@metro.net

Re: Agenda Number 12, File # 2023-0223: ITEM NEEDS MORE CONSIDERATION." May 17, 2023 Budget Public Hearing; Comment Regarding Metro FY 24 Proposed Budget; Request for Continued Dodger Stadium Express Funding; Request to Terminate Consideration of the Aerial Rapid Transit Gondola Project Forthwith

Honorable Chair and Members,

On behalf of The California Endowment (The Endowment) we would like to express concerns about Metro's 2024 Budget. Our concerns relate to a private proposal for a private gondola proposed by Aerial Rapid Transit from Union Station to Dodger Stadium that Metro has purported to adopt as one of its own projects¹, and to the continuation of the highly popular Dodgers Stadium Express (DSE) bus service between Union Station and Dodger Stadium. Neither the gondola nor the DSE are specifically mentioned in the Metro 2024 Budget documents. However, both should be considered as part of your deliberations and budgetary planning, though for very different reasons. The Dodger Stadium Express should be promoted and protected through budget allocations. Metro's involvement in the gondola project should be terminated immediately to prevent further drain upon Metro's limited budgetary and staff resources.

¹ See <https://www.metro.net/projects/aerial-rapid-transit/>.

A. The Dodger Stadium Express Bus Service Should be Enhanced and Electrified, not Defunded and Discarded.

The Dodger Stadium Express (DSE) is a service that Metro has maintained to transport people from Union Station to Dodger Stadium on game days. This program has been highly successful, very popular, and extensively used.

(<http://www.cleantransportationfunding.org/index.php/news/2018/msrc-funded-dodger-stadium-express-takes-fans-world-series-again>;

<https://www.metro.net/about/l-a-metro-to-provide-free-dodger-stadium-express-service-to-2023-dodger-home-games/>). However, we understand that

funding for the DSE is in jeopardy since funding would no longer be available from the Mobile Source Review Committee (MSRC) after the end of 2023 and that there has been discussion of relying on the gondola for transportation between Union Station and Dodger Stadium instead.

(<https://www.dailynews.com/2023/03/29/baseball-season-brings-dodger-stadium-express-vs-aerial-gondola-to-fever-pitch/>.)

“Partial funding for The Dodger Stadium Express is provided under a grant from the Mobile Source Air Pollution Reduction Review Committee (MSRC).... Metro is providing the remaining funding from its operations budget.” (

<https://www.metro.net/about/l-a-metro-to-provide-free-dodger-stadium-express-service-to-2023-dodger-home-games/>).

With this being the case, and in light of the potential loss of MSRC funding, will Metro’s operations budget be able to fully fund the DSE in 2024 and beyond?

In the draft Environmental Impact Report (EIR) released in October 2022 for the gondola project, an enhanced Dodger Stadium Express service was presented as an alternative to the expensive gondola proposal discussed below. (See Letter of The California Endowment to Metro Deputy Executive Officer Cory Zelmer dated January 17, 2023, p. 74 and Letter of The Endowment to same dated February 7, 2023.) This DSE alternative is already in place and could be made cleaner by upgrading the bus fleet that is used for it to electric buses. We encouraged Metro to acquire and use electric buses in our letter to your staff dated February 7, 2023 that was submitted in the context of environmental review for the gondola project, and continue to encourage you to do so. A copy of that letter is available online.

(<https://laartsb44.net/api/files/98aec435-b84f-4d5d-a910-500f2a685ed3>.)

Therefore, Metro’s budget should ensure funding for this highly popular Dodger Stadium Express program continues, and in fact funding for

this DSE program should be enhanced for acquisition of electric buses and guaranteed moving forward.

B. A Fiscal Plan for the Gondola Project Must Be Produced or Metro's Continued Involvement in the Gondola Project Terminated.

1. The Gondola Project Is Fiscally Irresponsible and Severely Underfunded, and Likely to Impose Substantial Unstated Costs on Metro's Future Budgets.

The LA ARTT gondola project is an astoundingly expensive private transportation project that Metro staff has adopted as if it were a Metro program by accepting it as an unsolicited proposal, awarding it sole source status,² and entering a Memorandum of Agreement (as amended, hereinafter "the Agreement") with Aerial Rapid Transit Technologies (ARTT)³. The latest estimates for the cost of this project are a minimum of \$300 million. (Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023; see enclosure 1.) In contrast, in its application to Metro staff for sole source status, McCourt's team and LA ART *estimated the project cost to be \$125 million*. The fact that the costs has more than doubled, yet no financial plan is available for review should be an alarm bell to put the brakes on the gondola project before it spills over and consumes undisclosed and significant portions of Metro's limited budget. Although LA ARTT has reportedly committed to limited front-end costs for environmental review (less than 3% of the entire project budget), there is no commitment to the much larger back-end costs such as construction, operations and maintenance for as long as the gondola operates, or dismantling it should it become necessary to do so. (Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023; see enclosure 1.) Such costs could become imposed upon Metro and its taxpayer funds unless such a likely eventuality is planned against and avoided today.

² "Metro is the lead agency for the proposed project in accordance with the California Environmental Quality Act (CEQA)."
(<https://www.metro.net/projects/aerial-rapid-transit/>.)

³ The Agreement was approved by Metro staff as of April 26, 2019 and amended as recently as June 2022.

ARTT is a Delaware Corporation formed by McCourt in March 2018, approximately *one month* before it submitted its application to Metro for the gondola project on April 25, 2018. ARTT is funded by Frank McCourt, who formerly owned the Dodgers baseball team before driving them into bankruptcy and being forced to sell them, and he remains a part owner of interests in parking lots at Dodger Stadium. (Shaikin, “A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?” LA Times, April 30, 2023; see enclosure 1.) Without a Board vote, Metro entered into a Memorandum of Agreement with LA ARTT, and granted them sole source status. However, now that LA ARTT has purported to hand off the gondola project, the Agreement has been unilaterally modified and may be viewed as moot. Furthermore, project cost information, which The Endowment has pushed LA ARTT to disclose all along, has now been stated as \$300 million but no further explanation of that exorbitant figure has been provided to Metro.

The gondola proponent purports to be able to obtain sponsorships as part of its revenue generation efforts. However, so far as actual comparable projects are concerned, the most that has been raised for sponsorships has been “In 2012, the airline Emirates agreed to pay about \$60 million for a 10-year sponsorship of a London gondola- then called the Emirates Air Line- that carried riders above the River Thames and cost \$96 million.” (Shaikin, “A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it? LA Times, April 30, 2023; see enclosure 1.) The proposed LA ARTT gondola would now (by the proponent’s admission) cost at least \$300 million, likely more, so even a \$60 million sponsorship would barely cover 1/5 of the estimated budget.

2. Despite Repeated Metro Board Requests, No Financial Plan for the Gondola Project Has Been Produced by its Proponent.

For years, LA ARTT has promised to provide a financial plan for its proposed gondola project but failed to deliver on that promise. At the Metro Executive Committee hearing in September 2022, Metro staff informed you in a written staff report that a Financial Plan would be forthcoming no later than September 30, 2022. (<https://datamade-metro-pdf-merger.s3.amazonaws.com/2022-0316.pdf>, p. 6 [“The financing plan (due September 30) will provide construction and operations financing plans”].) September 30, 2022 has long ago come and gone, without a financial plan.

The lack of a financing plan for the Project is highly suspect, especially with the transfer of the Project to a non-profit entity and the current statement by ARTT that rides will be free for Dodger ticketholders. It is very likely Climate Resolve or its subsidiary ZET will find it necessary to apply for public funding, which would then be taken away from more worthy public transit projects in order to fund the Project. Public funding from Metro's limited budget is the most likely source that the project proponent will seek to draw upon in the future.

ARTT has not committed to financing the Project. Rather, it only commits to *attempting to find third party funding* sources for the Project. However, ARTT apparently transferred⁴ the Project to Climate Resolve and ZET, neither of whom have sufficient funds to underwrite the Project.

In a stunning acknowledgement, the Staff Report for the Executive Committee in September 2022 stated that ARTT will only "fund" the Project through entitlements, which is contrary to previous assertions to the public that the Project would be entirely privately funded. The Report also confirms that a financing plan has not been prepared for the construction and operation of the Project. The Project is now reported to cost over \$300 million. (Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023; see enclosure 1.) Such a "financing plan" was supposedly due September 30, 2022. The Project was approved under a Metro program designed to review technology or services to be acquired and owned by Metro, and yet the Project is represented as a solely private enterprise⁵, and is barely funded.⁶ As such,

⁴ Metro's attorneys have stated in court documents that no transfer from LA ARTT to Climate Resolve or ZET has occurred, and instead is merely contemplated at some unspecified future point.

⁵ In briefs submitted to the Los Angeles Superior Court, Metro's attorneys have clarified that the gondola project is a private project, not a Public-Private Partnership (P3). This clarity that the gondola is not a public-private partnership was sorely lacking until after The Endowment's lawsuit forced the admission.

⁶ In another likely insurmountable fiscal challenge for the project and sign of cost overruns to come, the project proponent does not own the land that is necessary for the gondola project. Most land for stations and towers would be

we ask you to rescind the sole source determination and exclusivity agreement with ARTT.

Metro must rescind approval of the sole source determination and exclusive negotiation agreement with the gondola proponent because they do not meet Metro's internal criteria or state law requirements for competitive bidding. The deal that was negotiated with ARTT on April 2019 has been unilaterally renegotiated by ARTT, and Climate Resolve and ZET simply lack the wherewithal to hold up ARTT's end of the Agreement with Metro to fund design, construct and operate the Project. For the sake of Metro's 2024 budget and beyond, this Agreement should be terminated forthwith.

3. Metro's Review and Continued Involvement in the Gondola Project Should be Terminated Immediately to Conserve Public Resources.

In our letter to you dated September 14, 2022, we asked that Metro withdraw the grant to LA ARTT of sole source status and exclusive rights to construct and operate a gondola between Union Station and Dodger Stadium (the Project). The sole source determination for an entity that has never financed, built or operated a complex gondola system is without precedent in the history of Metro.⁷ The Agreement violates Metro's own extensive public procurement policies and procedures and California's public contract rules.

public land owned by Metro itself, by the City of Los Angeles, or by the State Department of Parks. Some privately-owned land near Dodger Stadium for a station there is not owned by LA ARTT either but is owned by a consortium that obtained it following Frank McCourt's driving the Dodgers into bankruptcy. (Shaikin, supra, Enclosure 1.) Local residents were evicted using eminent domain to acquire some of the land now underlying these parking lots. (New York Times Article "The Land Beneath This Stadium Once Was Theirs. They Want it Back." May 7, 2023, Jesus Jimenez; Enclosure 2.)

⁷ ZET has only existed since it was created in June 2022. The fact that the ZET entity was formed less than two months before a public announcement of the transfer should raise serious alarms for the Board in entering agreement for construction and operation of a \$300 million private transportation project to be used by the public. Under the express terms of the Agreement, section 13.A, prior permission from Metro should have been sought before the transfer to Climate Resolve or ZET occurred.

Now that ARTT announced it is transferring the Project to a newly created entity, Zero Emission Transit (ZET)⁸, Metro must reevaluate the ill-considered decision its staff made, *without Board prior approval or public involvement*, to enter into the Agreement that includes an exclusive negotiating term. The preparation of an environmental impact report (EIR) for the Project has commenced but should not proceed because the exclusivity of negotiations interferes with Metro's ability to meaningfully consider alternative technologies or projects. Now that the transfer of the Project to ZET has been announced, the basis for awarding it sole source status and entering the Agreement have been vitiated; the Agreement should be rescinded.

4. The City of Los Angeles, Not Metro, Should be Tasked with Environmental Review for the Project if It Proceeds.

Environmental review of the gondola consumes extensive staff time. When Metro's Executive Committee considered the gondola project in September 2022, Director Hahn asked how much staff time was being used for the gondola project. There was no answer from staff at that time, and it is unlikely that any answer has been supplied since then. Staff time spent on the gondola project is apparently budgeted within existing line items for staff time, so time spent on the gondola is taken away from other necessary Metro projects. Metro staff time spent on the gondola project is only likely to increase over time if the gondola project continues through public review processes.

Instead of devoting limited Metro resources to review and processing of the gondola project, the entire project and responsibility for its review should be shifted to the City of Los Angeles as the proper lead agency. We have explained this in our comment letter to Metro staff. (Letter of The Endowment to Zelmer, dated January 17, 2023, pp. 18-22.) The Los Angeles Parks Alliance similarly explained the necessity for the City of Los Angeles to serve as lead agency. (Letter of LAPA to Zelmer, dated January 16, 2023, p. 36.)

⁸ On August 9, 2022, Climate Resolve, a non-profit organization known for its work on climate issues, announced the Dodger Stadium Gondola project would be "donated" to Zero Emissions Transit, a subsidiary nonprofit organization formed by Climate Resolve.

C. It Would be Fiscally Irresponsible to Apply SB-44 Streamlining to the Gondola Project Because it is a Private Project.

Metro regularly approves public transportation projects that might benefit from streamlining of review provided through Senate Bill SB-44 (now codified as Public Resources Code section 21168.6.9), thus potentially reducing the cost of the implementation of these projects. SB-44 is a provision adopted by the Legislature in 2021 to facilitate the review and construction of *public* transportation projects, not private projects like the gondola. However, only seven projects may take advantage of SB-44's streamlining provisions: "(h) This section shall only apply to the *first seven projects* obtaining a certified environmental impact report and meeting the requirements of this section." (Pub. Resources Code, § 21168.6.9, emphasis added.) The LAPA letter explains that the draft EIR misidentifies the project as eligible for SB 44 streamlining. (LAPA letter dated January 16, 2023, p. 38-39.) We similarly pointed out this misapplication of SB 44 because the gondola is a private, not public, project. (The Endowment Letter dated January 17, 2023, p. 15.)

Additionally, SB-44 is intended to facilitate construction of projects designed to serve the 2028 Olympics. The gondola project has nothing to do with the 2028 Olympics, since it is designed to provide transportation solely to Dodger Stadium, but there are no Olympic events slated to occur at Dodger Stadium.

It would be fiscally irresponsible to allow the gondola project- a private not public project- to take advantage of streamlining intended for public transportation projects that are designed to be in place for the 2028 Olympics.

Conclusion.

The FY2024 Budget discussion provides Metro with the opportunity to ensure the Dodger Stadium Express is fully funded now and in the future. The FY2024 Budget discussion also is a good chance to revisit the ill-advised agreement by Metro staff to exclusively negotiate with ARTT to design, build, and operate the Gondola Project. The Agreement should be rescinded.

Metro Board
May 16, 2023
Page 9

We ask that you consider taking these two actions- funding the Dodger Stadium Express and terminating the consideration of the gondola project- to place Metro's Budget and programs on a more fiscally sound, sustainable footing. We appreciate your consideration of these views.

Sincerely,



Doug Carstens

Enclosures:

1. Shaikin, "A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?" LA Times, April 30, 2023.
2. New York Times Article "The Land Beneath This Stadium Once Was Theirs. They Want it Back." May 7, 2023, Jesus Jimenez.

Enclosure 1



SPORTS

Column: A \$300-million (minimum) gondola to Dodger Stadium? Why is Frank McCourt really pushing it?



A rendering of a proposed Dodger Stadium gondola project that would aim to ferry up to 5,000 passengers an hour from Union Station in downtown L.A. to the stadium. (LA Aerial Rapid Transit)



BY BILL SHAIKIN
STAFF WRITER | [FOLLOW](#)

PUBLISHED APRIL 30, 2023 | **UPDATED** MAY 1, 2023 6 AM PT

FOR SUBSCRIBERS

It's almost time for Dodger baseball. You're rolling west along Sunset Boulevard,

visions of Mookie Betts and Clayton Kershaw and Julio Uriás happily dancing through your mind.

You're one block from turning onto Vin Scully Avenue and into Dodger Stadium when you notice a black billboard, looming ominously above an auto repair shop called Fernando's Tires. The billboard features this name, in bright white letters: Frank McCourt.

That guy?

Yes, that guy, the one who traded two Boston parking lots and what one of his attorneys said was "not a penny" of his own cash for ownership of the Dodgers. Yes, the one who dragged the storied team into bankruptcy amid Major League Baseball allegations he had "looted" \$189 million from team revenues for personal use. And, yes, the one who laughed all the way to the bank, selling the Dodgers for a billion-dollar profit in 2012.

He did not, however, sell the parking lots that surround the stadium. In 2018, he pitched a gondola that would transport fans from Union Station to Dodger Stadium.

Five years later, the proposal is still alive, now shepherded by an environmental organization delighted at the prospect of the gondola taking cars off the streets and keeping pollutants out of the air. That Sunset Boulevard billboard and others like it are brought to you by opponents of the gondola, taking aim at the project in part by relentlessly associating it with McCourt.



CALIFORNIA

Aerial gondola at Dodger Stadium sparks fears of accelerated gentrification

March 23, 2022

The Dodgers are guaranteed to play 81 games at Dodger Stadium every year, with playoff games traditionally added in October and concert dates sprinkled throughout the year. That leaves skeptics within the community to wonder why McCourt would promote a gondola ride to a stadium parking lot that would be empty three out of every four days during the year.

Unless, of course, the lot would not be empty.

McCourt's company, now known as McCourt Global, highlights this slogan: "Building for tomorrow." McCourt did not sell the Dodger Stadium parking lots because he

anticipated building something there, some day.

What might that be? And is the gondola intended to carry us to that day?

The pursuit of those answers took me to Dodger Stadium, to City Hall and to a meeting of MLB owners. First, however, I stopped at a weathered red brick building in the Arts District, an old furniture and fabric warehouse reimagined as a [laboratory for energy innovation](#).

Three colorful banners greeted visitors, one with the hue of a bright blue sky. “Welcome,” that banner read, “to the Cleantech Future of Power and Water.”

The interior comes alive with vibrancy and urgency, and with work on dozens of concepts. Any one of them, building managers say, could emerge as [“the next big idea to fight climate change.”](#)



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The Dodger Stadium gondola represents such an idea, according to its proponents. [Climate Resolve](#), a nonprofit based in that building, agreed to take the reins from McCourt in leading the project.

“From my perspective,” said Climate Resolve founder and executive director Jonathan Parfrey, “to have a gondola transporting people from Union Station to Dodger Stadium, and to have that exciting, beautiful conveyance identified as a climate action?”

“It changes the way people approach public transit. So it was very attractive to us.”

With baseball’s new hurry-up rules, you could miss half the game if you get stuck in Dodger Stadium’s oft-snarled traffic and get to your seat an hour after the first pitch.

[The gondola alternative](#): get to Union Station, hop aboard a spacious cabin that could arrive every 23 seconds, soar high above the city, and arrive at Dodger Stadium in

seven minutes.

The climate benefit is easy to envision: fewer fans in cars powered by gasoline; more fans in gondolas powered by electricity.

A promotional video for the proposed Dodger Stadium gondola project released by Los Angeles Aerial Rapid Transit.

The climate downside is easy to envision too: massive development at Dodger Stadium, with neighborhood disruption for years of construction, and with cars converging upon the stadium every day, not just on game days.

“I’m involved in this project,” Parfrey said, “and I brought my organization into this project, predicated on there not being development on that land.”

Not now, or not ever?

“Not for the foreseeable future,” he said.

Parfrey said he had been given “assurances” that the gondola was not a first step toward Dodger Stadium development. I asked who had given him those assurances, or who I could ask to get those same assurances.

“Ask Frank,” he said.

Near Lot G at Dodger Stadium, along the long slog from the outer reaches of the parking lots to a stadium entrance behind left field, a colorful model of a gondola cabin awaits you. You can step inside the 24-seat cabin, then imagine a ride that would allow you to skip traffic to the ballpark and instead, as the signage reads: “GET

THERE BY AIR.”

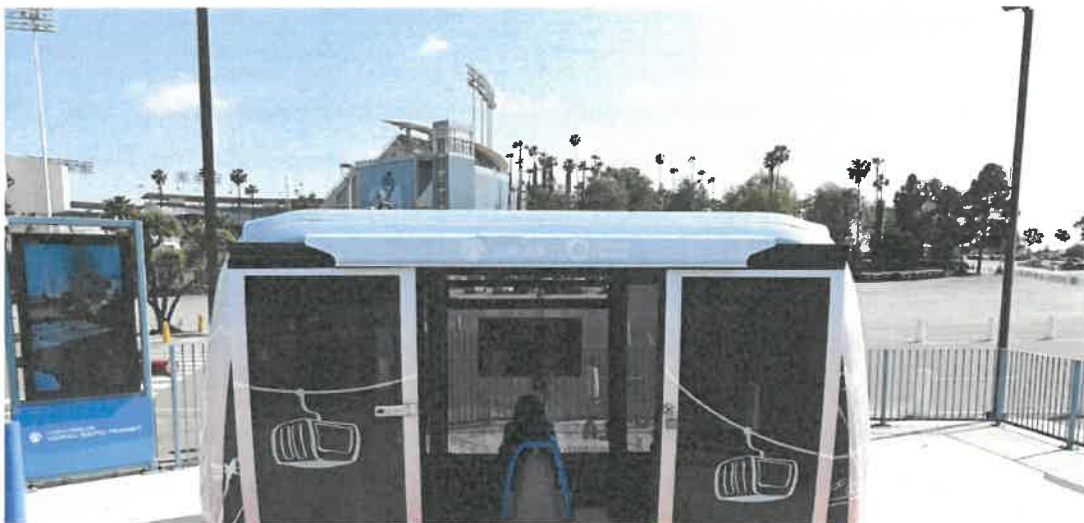
You can even find a helpful decal, showing you where to stand to take a picture with the gondola cabin in the foreground and the stadium in the background.

The display of a model cabin takes a page from the playbook for pitching a new stadium or arena. Models and renderings can excite fans, but they also can obscure a critical question about any big project: Looks cool, but who is going to pay for this?

The cost of building the gondola was estimated at \$300 million in 2020 and is expected to rise by the time a financing plan is finalized, said David Grannis of Point C Partners, a transportation and land use consultancy working with Climate Resolve.



(Wally Skalij / Los Angeles Times)





A gondola on display in the Dodger Stadium parking lot. (Wally Skalij / Los Angeles Times)

The McCourt entity that originated the gondola concept, LA Aerial Rapid Transit, has agreed to fund the approval process, including environmental studies and permit applications, project spokesman Nathan Click said. It is up to Climate Resolve to figure out how to pay for construction, as well as for annual operating costs Grannis estimated at between \$5 million and \$10 million.

The gondola won't make money, at least not under the current plan of [free rides for fans](#) with a Dodgers ticket and neighborhood residents with a Metro pass.

Parfrey said taxpayers would not be asked to subsidize the gondola.

The hundreds of millions would come from private financing, Grannis said, and largely from sponsorships and the purchase of naming rights.

In 2012, the airline Emirates agreed to pay [about \\$60 million for a 10-year sponsorship](#) of a London gondola — then called the Emirates Air Line — that carried riders above the River Thames and [cost \\$96 million](#). The [current one-way adult fare](#) on the London gondola is \$7.50.

“In this case,” Grannis said, “you have a venue that happens to be the best attended in Major League Baseball, and therefore the iconic nature of this cabin flying to Dodger Stadium and taking you there is going to attract a lot of sponsors, a lot of people who want naming rights or sponsorship.

“That’s the big revenue.”

Jeff Marks, the founder and chief executive of Innovative Partnerships Group, brokers naming rights and sponsorship deals between companies and teams, leagues and venues. He said it “could be doable” to cover the cost of building and operating the gondola through corporate sponsorships, but he said even the most generous sponsor might not be willing to strike a nine-figure deal without exposure beyond simply slapping the company’s name on the side of the gondola.

Marks, speaking generally because he is not involved in the project, said a title sponsor might also want a benefit such as the company name on the field. A

hypothetical example: Verizon Field at Dodger Stadium. The Dodgers have hired firms to solicit corporate offers for [naming rights](#) to the field [and patches on the team jerseys](#).

Or, Marks said, a primary sponsor might prefer naming rights to whatever development might rise atop the parking lots: Take the Verizon Gondola to the Verizon Village at Dodger Stadium!

Rick Caruso, the developer behind the Grove and Americana shopping and entertainment centers, pursued the Dodgers when McCourt put them up for sale. Caruso commissioned studies on how to improve the notorious congestion for cars getting [into and out of the Dodger Stadium parking lots](#).

Without control of the lots, however, Caruso believed he might not have been able to implement any changes. McCourt insisted he would not sell the lots, and Caruso [withdrew from the bidding](#).

Guggenheim Baseball Management, the winning bidder, took a different approach. Guggenheim, led by Mark Walter and Stan Kasten, [bought the Dodgers](#) and their stadium from McCourt. In a separate transaction, a Guggenheim entity formed a joint venture with a McCourt entity to control the parking lots.

In [land use documents](#) filed by the joint venture in 2012 and intended to “facilitate the orderly development” of the Dodger Stadium parking lots, the potential property uses cited include homes, offices, restaurants, shops, entertainment venues, medical and academic buildings, a separate sports facility and a hotel and exhibit hall.

“It is an ill-conceived concept that the highest and best use of Chavez Ravine is 260 acres for parking,” an attorney for McCourt, Tony Natsis, said at the time. “I consider that to be an ill-conceived notion for the owner of the parking lots and the owner of the stadium.”

Walter, the Dodgers’ chairman and controlling owner, said McCourt cannot develop anything on the property without Guggenheim’s consent. What might Walter be thinking in terms of development now?

“I haven’t been thinking about it at all,” Walter said.



CALIFORNIA

Challenges loom for gondola to Dodger Stadium planned for the 2028 Olympics

Dec. 28, 2022

Kasten, the Dodgers' president and chief executive, said the Dodgers support the gondola project but are "really not involved" in it. Walter had a simple explanation for why the Dodgers would back a project that would chew up a chunk of the parking lots in the stadium.

"Hopefully, it will make it easier for people to get there," he said.

Of the 18,889 parking spaces at the stadium, the gondola station at Dodger Stadium would result in the loss of 194 spaces, according to the [environmental impact report](#) for the project.

To the Dodgers, that would not be a big deal. But this might be: The report projects 10,000 people would ride the gondola to each game by 2042, which could translate to a loss of about 20% of parking revenue.

Kasten called those figures "hypotheticals that I don't have an answer for," and project opponents dismissed the ridership projections as unrealistically high, citing a [UCLA study](#).

But a person familiar with the Dodgers' business model, speaking on condition of anonymity so as not to jeopardize his professional relationships, said the team likely would not agree to give up millions in annual parking fees without some way to recoup that money.

"It does not make sense for the Dodgers to do it if they're going to lose parking revenue," the person said. "It does make sense if the gondola is serving a larger development."





An organization against the Dodgers Stadium gondola project is asking the public to join its fight via a billboard on Sunset Boulevard. (Allen J. Schaben / Los Angeles Times)

The California Endowment, a nonprofit with offices that would sit beneath the shadow of a 195-foot gondola tower, is leading and largely funding a coalition opposing the project. In court papers, the Endowment cited the [Dodger Stadium development proposal McCourt unveiled when he owned the team](#) and alleged the gondola would be “a loss leader for the future development of parking lots at Dodger Stadium.”

What would Kasten say to Angelenos who would like to know whether the gondola comes first and development comes next?

“That’s a question you’ll have to address to someone else,” Kasten said.

To the people proposing the gondola?

“Yes,” Kasten said. “That’s where I would direct my questions.”

I had. And what had I been told? Ask Frank.

On April 9, 2021, for the first time in 32 years, the Dodgers [raised a World Series championship banner](#). The Dodgers bestowed the honor of hoisting the treasured flag upon five people, including three of their own: Dodgers co-owners Magic Johnson and Billie Jean King, each decorated champions in their own right, and Hall of Fame broadcaster Jaime Jarrín.

The other two: Eric Garcetti, then the mayor of Los Angeles, and Gil Cedillo, then the city councilman representing the district that includes Dodger Stadium.

The Dodgers forged a strong working relationship with Cedillo. The team and nine of its senior executives combined to make \$13,800 in campaign contributions to him from 2013 to ‘22, according to [city records](#).

Cedillo lost his bid for re-election last year, [defeated by community activist Eunisses](#)

Hernandez. Kasten and Hernandez each expressed a desire to work together for the benefit of the fans and the community.

Garcetti, who has backed the gondola from the time McCourt first pitched it five years ago, said the Dodgers never have hinted to him that mass development would be in the works at Dodger Stadium.

“I think there is a vision of trying to make it less of a once- or twice-a-year kind of a place for a family, when you go to a game,” Garcetti said before he left office last December, “and more of an asset: the best view in L.A., a place for more special events, a place where baseball history can be celebrated.

“I think their core business is baseball, and they want to protect that.”



An artist's rendering of the proposed Dodger Stadium gondola dropoff site. (Aerial Rapid Transit Technologies / Kilograph)

The environmental impact report does not contemplate development at Dodger Stadium. The report states “no housing units are proposed” as part of the project and “additional approvals requiring further environmental review would be necessary” for any development at the stadium or elsewhere along the gondola route.

For Hernandez, that language is not enough. The councilwoman said she has “a lot of concerns” about the gondola.

“I am not convinced that this is an effective solution to reducing vehicle congestion,” she said, “and I share the neighborhood’s concerns about displacement and disruption.”

Hernandez said she is not necessarily opposed to development at Dodger Stadium, provided affordable housing is a priority. She is opposed to considering the gondola on its own, without any consideration of whether development might follow and what it might involve.

“I don’t think it’s appropriate to undertake such large-scale projects without a full and clear understanding of long-term plans,” Hernandez said. “This shouldn’t be piecemealed out, and I want to see additional development plans made clear.

“That is the honest approach, and that’s what will allow the community, the city, and all involved entities to make a clear-eyed decision.”

Steve Soboroff, who was the mayoral point man on the construction of Staples Center and later president of the Playa Vista development near LAX, worked briefly with McCourt in the final year of his Dodgers ownership.

Soboroff is not involved in the gondola project. He said the most effective way to build community support for the project would be to offer transparency about the long-term plan, even if the gondola would come first and any development would come later.

“That would be the path that I would choose,” Soboroff said.

It was time for me to do what Parfrey had suggested: Ask Frank.

The Dodgers have prospered without McCourt, and McCourt has prospered without the Dodgers.

[He bought the storied French soccer club Olympique de Marseille](#). He donated \$200 million to what is now called the [McCourt School of Public Policy](#) at Georgetown University. He launched [Project Liberty](#), an initiative to reform the Internet in the interest of serving “people, not platforms.”

As [McCourt told Leaders Magazine](#): “Our technology today is great if you want to support autocracy, but it is not so great if you want to support individual rights and the freedoms and liberties assorted with democracy.”

McCourt still owns the [Los Angeles Marathon](#), which starts at Dodger Stadium. During the past two months, as Urbanize LA reported, McCourt entities revealed plans to construct 502 apartments in three buildings on two [sites along Stadium Way](#) and another [one block south](#), overlooking the 110 Freeway. The apartment buildings

are planned regardless of whether the gondola is approved, said Brin Frazier, a spokeswoman for McCourt.

[The applicant](#) for the apartment projects is [listed in city records](#) as [Jordan Lang](#), president of two McCourt entities: McCourt Partners Real Estate and Aerial Rapid Transit Technologies.

Lang's [company biography](#) makes no mention of any experience in other transportation projects but touts his leadership in completing “millions of square feet of office, hotel, residential and mixed-use projects.”



An artist's rendering of a gondola approaching the Dodger Stadium terminal. (LA Aerial Rapid Transit)

The prospect of developing such a large site on the outskirts of downtown is so rare that the city's movers and shakers have floated concepts for decades. [Caruso and I talked about some of them 18 years ago](#), long before McCourt put the team up for sale or Caruso ran unsuccessfully for mayor.

Peter O'Malley, the revered former Dodgers owner, proposed building [an NFL stadium in the Dodger Stadium parking lot in 1995](#). McCourt [revived the idea in 2005](#).

The other four MLB teams in California all have [pursued mixed-use developments surrounding their ballparks](#). The Angels' most recent proposal — since [killed by the city of Anaheim amid a corruption scandal](#) — would have included [more than 5,000 homes](#) on a site roughly half the size of the Dodger Stadium property.

“We need more housing,” Garcetti said. “We need it to be centrally located. We need

it to be affordable. I think, if you meet those criteria, you can start a conversation with the city.”

Or, perhaps, development at Dodger Stadium could mean a selection of food halls, restaurants and bars, enticing enough to lure fans to arrive long before the game and stick around after it ends. That in itself could ease the neighborhood traffic bottlenecks on game days, gondola or no gondola.

Parfrey, who said his nonprofit agreed to take the lead on the gondola project based on what he said was a promise of no development on the land, said his organization would not support a ballpark neighborhood arising on the property but would support a plan to put a restaurant here and there within the parking lot.

“We would go early and go to the restaurants,” Parfrey said.

Parfrey, remember, was the guy who told me to “ask Frank” about the “assurances” that the arrival of the gondola would not trigger development. I mentioned that to Frazier, McCourt’s spokeswoman, and asked if I could speak to him about that.

“Frank,” she said, “is not available.”

Would you take the gondola to Dodger Stadium?

- Yes
- No
- Not sure

Why or why not?

Email

We will not publish your email address. This is in case The Times has follow-up questions for your response.

Name

First name/last name

City of residence/state

* By submitting your story to us, you are representing and warranting that the content is original and accurate in all respects and does not defame any person, invade any rights of publicity or of privacy, plagiarize from anyone, or infringe, misappropriate or otherwise violate any proprietary rights of any third party, including intellectual property rights (e.g., copyrights, trademarks). You agree that the Los Angeles Times may edit your submission and may publish your submission on any of its platforms, including without limitation on latimes.com, in print, and on Los Angeles Times social media accounts, and may authorize third parties to publish your submission. You agree to abide by our terms of service. *

Submit

Enclosure 2

The Land Beneath This Stadium Once Was Theirs. They Want It Back.

Dodger Stadium is the home to the seven-time world champion Los Angeles Dodgers. But in the 1950s, the land around it belonged to families who are now seeking reparations for what they lost.



By Jesus Jiménez

May 7, 2023

LOS ANGELES — Standing less than a mile from Dodger Stadium on a recent Saturday afternoon, Vincent Montalvo could hear the roar of the crowd inside the ballpark.

It was Jackie Robinson Day, and more than 50,000 fans were nestling into their seats for a matchup against the Chicago Cubs. But Montalvo had no plans to attend.

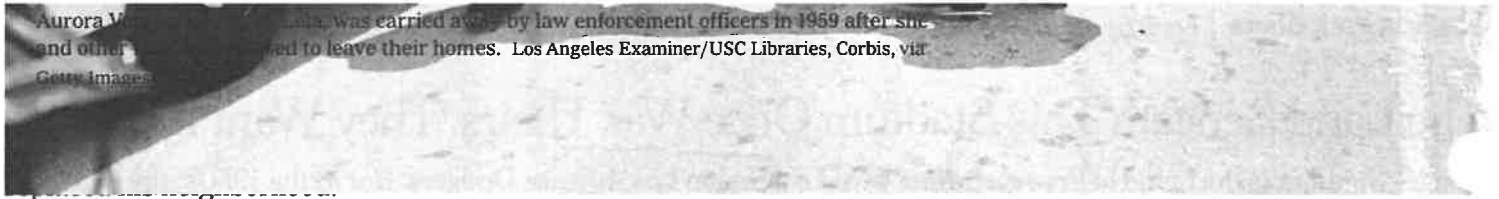
It has been more than 30 years since he has stepped inside Dodger Stadium. His father took him to the ballpark when he was a child in the 1980s during “Fernandomania,” the craze surrounding the star Mexican pitcher Fernando Valenzuela.

But the seemingly harmless act of attending that game deepened a wound that has festered in the Montalvo family and the city’s Latino community. Reckoning with that hurt has been a challenge for the Dodgers as the team has tried to maintain a balance between acknowledging it and broadening the team’s widely Latino fan base.

Long before the Dodgers won their first World Series at Dodger Stadium in 1963 and Sandy Koufax tossed the team’s first perfect game in 1965, the land the ballpark was built on was home to hundreds of families living in communities called Palo Verde, La Loma and Bishop.

Those neighborhoods and their residents were displaced in the 1950s by the city of Los Angeles, citing plans to build affordable housing. But eventually the land was given to the Dodgers to build a ballpark after the team moved to the city from Brooklyn in the late ’50s. The area is now commonly called Chavez Ravine, a term that has become synonymous with Dodger Stadium.





“We never went back,” Montalvo said.

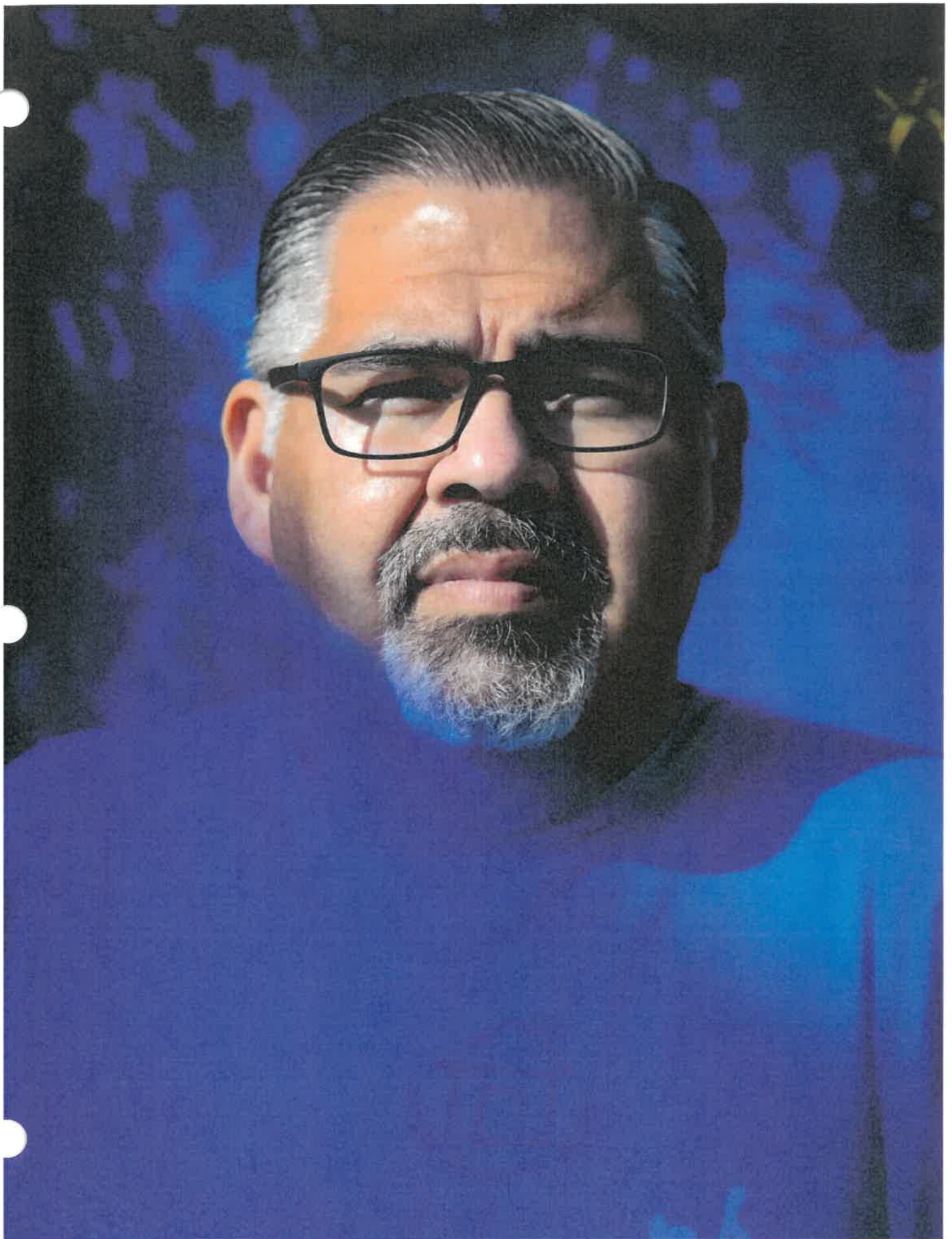
The story of this displacement has been well documented in books, news articles and videos. But in recent years, descendants of marginalized communities in California have had success seeking reparations for land that was taken from them, in the form of money or the return of land. Spurred by that momentum, the descendants of the three Los Angeles communities see a chance to seek their own justice. The land on which Dodger Stadium was built, they say, should be returned to them.

Bought Out or Pushed Out

Montalvo’s grandfather has long been reluctant to talk about his life in Palo Verde. But over time, Montalvo has gathered bits of information about the community, including that many residents sustained themselves by growing their own food.

“It was kind of like their little oasis there,” Montalvo said.

But in the early 1950s, the city of Los Angeles began displacing the residents of Palo Verde, La Loma and Bishop, through voluntary purchases and eminent domain, with plans to build a housing project in the area.





to the city, others held out.

The last of the families were forcefully evicted by sheriff's deputies in May 1959. One woman, Aurora Vargas, who was known as Lola, was infamously photographed being carried out of her home by deputies. An article in The Los Angeles Times on May 9, 1959, described the scene as a "long skirmish." Vargas was kicking and screaming and children were "wailing hysterically," the newspaper reported.

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Several years later, Melissa Arechiga, 48, learned about the eviction from her mother, and that Vargas had been her Aunt Lola. Arechiga found it hard to believe.

"When she told me it just sounded more like something out of a movie," Arechiga said.

The Start of a Movement

Montalvo and Arechiga met in 2018 and founded Buried Under the Blue, a nonprofit organization that seeks to raise awareness about the history of the displacement of the residents of Palo Verde, La Loma and Bishop.



A Dodgers fan wore a Mexican-themed Julio Urías jersey. Carlos Gonzalez for The New York Times

As so-called land-back movements have gained momentum, Montalvo and Arechiga have been working to define what reparations mean for them and how to get them.

“We know we’re going uphill,” Montalvo said. “But we also know this: There’s a time right now in politics, both up and down the state, about reparations.”

Those seeking reparations in California have been encouraged by the story of Bruce’s Beach, a property that was bought by a Black couple, Charles and Willa Bruce, in 1912 in what would become the city of Manhattan Beach, Calif. The land was taken from the Bruces in 1924 when city officials condemned it through eminent domain, claiming to need it for a public park.

Last year, the Los Angeles County Board of Supervisors voted to transfer ownership of the land to the great-grandsons and great-great-grandsons of Charles and Willa Bruce. They sold the land back to the county for \$20 million.

Buried Under the Blue and the descendants of those who were displaced have political support, including from Eunisses Hernandez, a member of the Los Angeles City Council who said she stands with them.

“Oftentimes we are in these situations because companies, corporations, people with a lot of money, have felt that other communities were disposable,” Hernandez said. “We are still confronted with moments like that even today, and so we have to demand that these corporations, these companies, give back to the communities that they have taken from.”

Hernandez said that she would like to see a concrete plan from organizers on what reparations would look like before moving forward.

Leaders of Buried Under the Blue have also met with the descendants of Indigenous tribes that once lived in the Los Angeles Basin. In a true land-back effort, they say, land should be returned to the Indigenous groups who were the first occupants.

“There can’t be true land-back without the Indigenous people first,” Arechiga said.

Even if the land were returned to the descendants of the Indigenous tribes, Montalvo said, homeowners and renters who were displaced would still deserve financial reparations for investing in the community.

Buried Under the Blue has yet to determine what it would do with the land if it were ever returned, and it’s unclear if that will ever happen or how long it would take.

At Dodger Stadium

Chavez Ravine is home to one of the most iconic ballparks in baseball, tucked between the San Gabriel Mountains and downtown Los Angeles. Dodger Stadium hosts dozens of games a year as well as concerts and other events. One of the wealthiest teams in Major League Baseball plays there.

For the Dodgers to be effectively forced out may seem unimaginable to some.

“It’s going to take a lot,” Hernandez said. “They’re not going against just a small company. This is a brand and a company that’s known throughout the country and the world, and so I just think folks need to organize and get as much people, power and support to support the demands that they have.”



Bulldozer demolishes a home in Chavez Ravine in preparation of building Dodger Stadium. Los Angeles Examiner/USC Libraries, via Corbis, via Getty Images

Walking into Dodger Stadium these days, fans are almost instantly met with the sound of Spanish in several forms.

There are fans speaking Spanish, others Spanglish. Julio Urías, a Dodgers pitcher from Mexico, takes the field to “Soy Sinaloense” — I’m Sinaloan — by Gerardo Ortiz. Throughout Dodger Stadium, fans sport “Los Dodgers” jerseys and shirts, and restrooms and other parts of the ballpark are labeled in English and Spanish.

The Dodgers built their Latino fan base, one of the largest in Major League Baseball, partly through their long history of fielding Latino players, including Valenzuela and Adrián González.

Creating that Latino support, however, took time after the displacement of so many Mexican American families in the late 1950s. Adrian Burgos, a University of Illinois professor who teaches about race, sports and society, said pushing out local residents “set up a very bad relationship between the Mexican American community and the Dodgers.”

“It really doesn’t change much till Fernando,” Burgos said, referring to Valenzuela. “He began to make it OK for Mexicanos to root for the Dodgers.”



A Latino fan showed his support. The Dodgers have built a strong following in the Latino community. Carlos Gonzalez for The New York Times



A Dodgers fan at a recent game. Carlos Gonzalez for The New York Times



A fan wore a baseball hat made of Legos that included a Lego version of Mexican-American baseball player and former Dodger Adrián González.
Carlos Gonzalez for The New York Times

Margaret Salazar-Porzio, a National Museum of American History curator who has worked on initiatives such as “Latinos and Baseball: In the Barrios and the Big Leagues,” said that Valenzuela’s arrival with the Dodgers was a sort of “symbolic reconciliation with many Latinos in L.A. at that time.”

“He kind of looks like your uncle or your brother,” Salazar-Porzio said. “Fernando Valenzuela gave Mexican Angelenos a reason to celebrate and to show up to the games.”

The Dodgers also brought in the first full-time Spanish-language broadcast in M.L.B. under announcer René Cárdenas, who was joined by Jaime Jarrín.

“He became really quickly one of the most recognizable voices in L.A. Latino households,” Salazar-Porzio said of Jarrín. “He brought the Dodgers into our homes.”

Making Amends

Since the 1980s, the Dodgers have continued to grow their Latino fan base with help from players like Urías, who was on the mound for the final out of the team's 2020 World Series win.

But the team, which did not comment for this article, has still wrestled with how to make amends with displaced residents and their descendants.

In 2000, team officials, including former President Bob Graziano, joined former residents and their families for a ceremony at a church. The Los Angeles Times reported that one former resident even hugged Graziano at the ceremony, and they took communion together.

The history of the displacement of residents in Palo Verde, La Loma and Bishop comes as news to some Dodgers fans, especially younger ones. It's hard for some to believe that a team that has built such a large Latino fan base plays on land that once belonged to so many Latino families.

Some fans, like Manny Trujio, 23, say they "know they basics of it." Others like Louie Montes, 29, say they know none of the history.

"It's easier to forgive if it wasn't members of your family that were being forcibly removed," Burgos said. "The reality is most of the Dodger fans we see at the ballpark today are much younger, and it might have been something that their grandparents had heard about and knew about."

Salazar-Porzio, for example, said she didn't know the story of Palo Verde, La Loma and Bishop until she was in college. That history prompted her to learn more about the layers of the displacement, starting with the city's plan to build affordable housing.



Melissa Arechiga held a photo of her relative, Aurora Vargas, being carried out of her home in 1959. Carlos Gonzalez for The New York Times

“Some people understand that distinction,” Salazar-Porzio said. “The Dodgers did have a role to play, but it wasn’t like the Dodgers kicked out the Chavez Ravine residents.”

Learning that history also prompted Salazar-Porzio to wrestle with how she viewed the team, having grown up going to Dodgers games, she said.

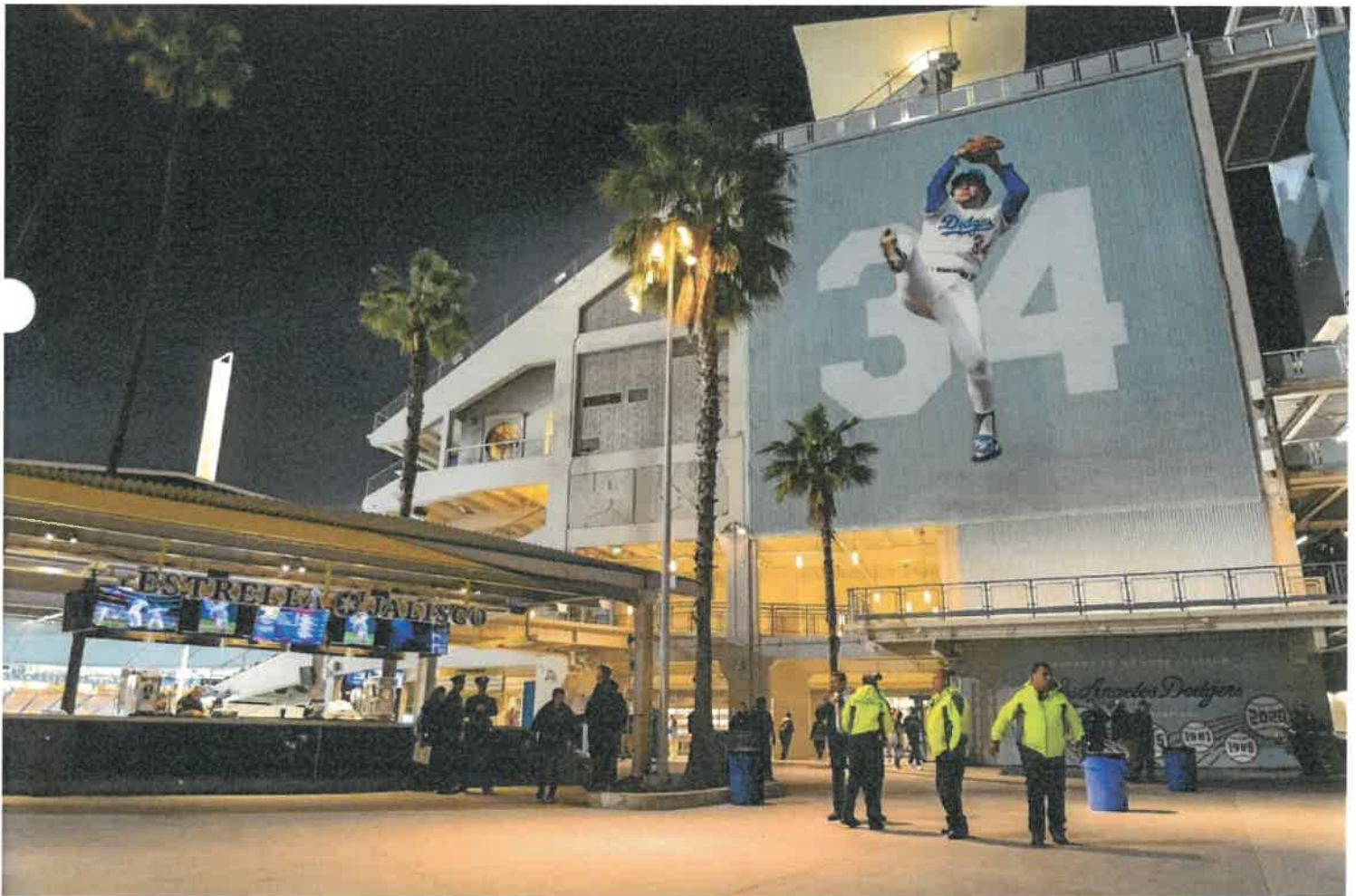
“It’s very complicated,” she said. “All of this happened, but also all this other stuff happened, too. I’m really proud of the memories that I have with my dad, with Fernando Valenzuela. That kind of personal connection is my layer of history that I choose to identify with.”

Most of the former residents of Palo Verde, La Loma and Bishop are now in their 90s. As they get older, Arechiga and Montalvo said their grandparents are still often reluctant to talk about that time of their lives.

Correcting their “painful histories,” Montalvo said, serves as a motivation to work for reparations.

To reclaim the land and effectively push out the Dodgers could be next to impossible. But Arechiga said her family was hopeful.

“They also wonder, Is it possible? Is it obtainable?” Arechiga said. “We believe it is.”



A mural of Mexican-born pitcher Fernando Valenzuela outside Dodger Stadium. Carlos Gonzalez for The New York Times



re about Jesus Jiménez

A version of this article appears in print on , Section D, Page 1 of the New York edition with the headline: The Echoes of Pain in Chavez Ravine

May 2023 FB&A & Budget PH – Item 12 Comments

From: [REDACTED]
Sent: Monday, May 15, 2023 10:29 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment - 5/17 Budget Public Hearing

Hello,

I would like to say that I support the priorities of the proposed budget. It is good to see that cleanliness and safety are the top priorities for this budget, and it's also great to see the emphasis that Metro wants to place on using law enforcement as a last resort.

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 6:07 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; karen.bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; Sandoval, Tim <tim_sandoval@ci.pomona.ca.us>; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 6:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Thank you for your consideration.

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 6:14 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration

From: [REDACTED]

Sent: Monday, May 15, 2023 7:10 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

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Sent: Monday, May 15, 2023 7:18 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 8:39 PM

To: FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

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--

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 8:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Metro Budget

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Thank you for your consideration.

From: [REDACTED]

Sent: Monday, May 15, 2023 9:04 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Sent: Monday, May 15, 2023 9:04 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

Sent from my iPhone

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 9:12 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Thank you for your consideration.

Sent from my iPhone

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:13 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 15, 2023 9:15 PM

To: FirstDistrict@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomonaca.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Best,

[REDACTED]

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:31 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Sent from my iPhone

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:36 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Thank you for your consideration.

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From: [REDACTED]

Sent: Monday, May 15, 2023 9:56 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 15, 2023 10:06 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:16 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

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Thank you for your consideration.

From: [REDACTED]

Sent: Monday, May 15, 2023 10:24 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Dear Metro Board and CEO Stephanie Wiggins:

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Thank you for your consideration.

Cheers from Your Loyal Public Transit Commuter since 2004,

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

From: [REDACTED]

Sent: Monday, May 15, 2023 10:29 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I am writing to urge you to commit to a budget that prioritizes the needs of transit riders and improves their experience on the system.

Metro needs to provide more and better bus service. Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should stop bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

Metro needs to adopt a care-first policy and more services for unhoused people, including outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue permanently and in more significant numbers.

More than six in ten Metro riders earn under \$25,000 a year. This reality presents Metro the necessity of adopting a universal fareless Metro policy to alleviate the transportation cost burden Metro riders face. Within 6 months Metro staff should identify the path forward for Metro expanding beyond GoPass and starting a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:36 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board Members and CEO Stephanie Wiggins:

I urge you, as a Los Angeles resident and Metro rider, to commit to a budget that prioritizes the needs of transit riders and improves our experiences on the system.

Metro's bus service hours remain unchanged from last year, but we riders still face horribly unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules. I understand Metro is working to hire more bus drivers. I appreciate it. We desperately need buses to be frequent and on time, and cancellations to rarely, if ever, occur—not at all unreasonable expectations in a city like Los Angeles.

We urgently need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing! I welcome the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is disappointingly still 5 times higher than funding for care-based alternatives.

As you know well, more than 6 in 10 Metro riders earn under \$25,000 a year. This sobering reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy that delivers economic justice to Metro riders and Los Angeles residents.

Please don't fail us and please do the right thing by adopting a universal fareless Metro.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 15, 2023 10:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. This has obviously not been the case for DECADES.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Please make transit fareless now. It is time. Do you remember when they made it free on transit equity day? That just proves that you admit that you know it should be free because free transit is equitable.

What about Earth Day? We make transit fareless on Earth Day.

Have you ever heard the term

"It's Earth Day Everyday.?"

Especially during a climate crisis perhaps??

Please & Thank You.

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 11:09 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Sent from my iPhone

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 11:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 15, 2023 11:45 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 12:34 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:29 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I am a non-driver in LA, a Tap card holder, and mom of an LAUSD elementary school student who benefits from a free Tap card.

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:02 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins: I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules. We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers. More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system. Thank you for your consideration.

CONFIDENTIALITY NOTICE: The contents of this email message and any attachments are intended solely for the addressee(s) and may contain confidential and/or privileged information and may be legally protected from disclosure. If you are not the intended recipient of this message or their agent, or if this message has been addressed to you in error, please immediately alert the sender by reply email and then delete this message and any attachments. If you are not the intended recipient, you are hereby notified that any use, dissemination, copying, or storage of this message or its attachments is strictly prohibited.

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:36 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 8:08 AM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

From: [REDACTED]
Sent: Monday, May 15, 2023 10:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Better bus service

Hi,

My name is [REDACTED] and I regularly ride the Metro 2, 4, and 217 to get to school, get groceries, the doctor, and work. I'm asking Metro to meet the needs of riders and prioritize in the budget:

- **Metro's bus service hours remain unchanged from last year but riders are still facing unreliable bus service.**
 - Metro should have a goal to eliminate bus service cancellations altogether and start monthly reporting on rider wait times in relation to NextGen's promised schedules
 - I appreciate Metro working to hire more bus drivers- more drivers means that buses can come on time, and cancellations should rarely, if ever, occur.
 - Bus drivers should be well paid and supported by Metro
- **Invest in care-based safety alternatives to policing**
 - Services for unhoused people, like outreach, housing offers, and mental health services, instead of policing
 - The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently, and in greater numbers.
 - I applaud the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is still 5 times higher than funding for care-based alternatives.
 - The current spending on safety doesn't match the new model of public safety, a layered approach, that Metro says it is using
- More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting **universal fareless** Metro to alleviate the transportation cost burden faced by Metro's ridership.
 - Metro collects 2% of its overall revenue in fares, but Metro's riders in some of LA's most transit-dependent areas contribute between 16% to 30% of their household budgets in fares. This is on top of what they and everyone in LA already pays for transportation through LA County sales taxes.
 - For low income families, the cost of riding Metro, even after fare-capping, will still be large.
 - Metro's reduced fare programs are expensive and ineffective ways to deliver economic justice to riders. Most eligible participants do not enroll because of the burdensome application requirements or lack of awareness about these programs.

- Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy to deliver economic justice to Metro riders.
- Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless Metro.

Thank you.

--

[Redacted signature block]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 16, 2023 12:52 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

Additionally, we need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 16, 2023 2:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FY 2024 Budget Public Comment

Dear Metro Board Members,

I am a transit rider and I'm asking Metro to meet the needs of riders and prioritize in the budget. Specifically, increasing bus service hours and investing in care-based safety alternatives are priorities for ensuring that riders can have equitable access to safe, healthy transit.

I appreciate the action from Metro to hire more bus drivers- more drivers means that buses can come on time, and avoid cancellations. It is also critical that bus drivers should be well paid and supported by Metro to reduce turnover and create stronger working conditions.

Additionally, investments in care-based safety alternatives to policing are needed now more than ever. Funding for alternatives is still very small compared to law enforcement and security spending. Services for unhoused people, like outreach, housing offers, and mental health services can meet the needs of many riders on Metro, whereas police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you for your time,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:41 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system. I personally use Metro buses and trains to commute for work and social events, but more often than not I'm forced to return home and drive because of inconsistent service. My neighbors and I deserve an accessible and reliable system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 16, 2023 2:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Increase service hours + care-based strategies on Metro

Dear Metro Board Members,

I am a coalition member of Alliance for Community Transit (ACT-LA) and a daily bus rider in Los Angeles and I'm asking Metro to meet the needs of riders and prioritize in the budget. Specifically, increasing bus service hours and investing in care-based safety alternatives are priorities for ensuring that riders can have equitable access to safe, healthy transit.

I appreciate the action from Metro to hire more bus drivers- more drivers means that buses can come on time, and avoid cancellations. It is also critical that bus drivers should be well paid and supported by Metro to reduce turnover and create stronger working conditions.

Additionally, investments in care-based safety alternatives to policing are needed now more than ever. Funding for alternatives is still very small compared to law enforcement and security spending. Services for unhoused people, like outreach, housing offers, and mental health services can meet the needs of many riders on Metro, whereas police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:47 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 16, 2023 2:57 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 16, 2023 3:35 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; Kathryn@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; tim.sandoval@pomona.gov
Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>
Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 3:56 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

Best,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:10 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:28 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Request to the LA Metro Finance & Budget Committee as public comment for the hearing Wed, May 17, 2023

G'day, Metro Board Members,

My name is [REDACTED]

I ride way too many buses and rail lines to enumerate them all here. Metro is my main method of getting places for every transportation purpose I have.

However, to be specific as to the 3 closest lines to me: 18 (on 6th), 20 (on Wilshire), and 603 (on 6th), which then take me to rail stations, and other bus lines. I travel from Santa Monica to Palmdale as well.

My ask is simple: I want Metro to meet my needs AND the needs of riders and prioritize in the budget:

- Metro's bus service hours remain unchanged from last year yet we, riders, are still facing unreliable bus service.
 - Metro should have a goal to eliminate bus service cancellations altogether and start monthly reporting on rider wait times in relation to NextGen's promised schedules
 - I appreciate Metro working to hire more bus drivers- more drivers means that buses can come on time, and cancellations should rarely, if ever, occur.
 - Bus drivers should be well paid and supported by Metro
- Invest in care-based (unarmed, trauma-informed) safety alternatives to policing
 - Services for unhoused people, like outreach, housing offers, and mental health services, instead of policing
 - The transit ambassadors are a helpful presence on Metro, and I'd like to see them continued to be funded permanently, and in greater numbers.
 - I applaud the increases to mental health and homelessness outreach programs, but funding for law enforcement and security spending is still 5 times higher than funding for care-based alternatives.
 - The current spending on safety doesn't match the new model of public safety, a layered approach, that Metro says it is using

More than 6 in 10 Metro riders earn under \$25,000 a year, of which I am one.

- This reality presents Metro with an opportunity to advance regional economic justice by adopting universal fareless Metro to alleviate the transportation cost burden faced by Metro's ridership.

- Metro collects 2% of its overall revenue in fares, but Metro's riders in some of LA's most transit-dependent areas contribute between 16% to 30% of their household budgets in fares. This is on top of what they and everyone in LA already pays for transportation through LA County sales taxes.
- For low income families, the cost of riding Metro, even after fare-capping, will still be large.
- Metro's reduced fare programs are expensive and ineffective ways to deliver economic justice to riders. Most eligible participants do not enroll because of the burdensome application requirements or lack of awareness about these programs.
- Universal fareless Metro would be a cost-effective, efficient, and far-reaching policy to deliver economic justice to Metro riders.
- Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless Met Ultimately, I hope to see the Board work for a Metro Budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:37 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.Krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

Metro's bus service hours remain unchanged from last year, but riders still face unreliable bus service. Metro should aim to eliminate bus service cancellations altogether and start monthly reporting on rider wait times concerning NextGen's promised schedules.

We need more services for unhoused people, like outreach, housing offers, and mental health services, instead of policing. The transit ambassadors are a helpful presence on Metro, and I'd like to see them continue to be funded permanently and in more significant numbers.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Thank you for your consideration

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 16, 2023 4:59 PM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

Dear Metro Board and CEO Stephanie Wiggins:

I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

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Thank you for your consideration.

From: [REDACTED]

Sent: Tuesday, May 16, 2023 7:32 PM

To: HollyJMitchell@bos.lacounty.gov; Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; tim.sandoval@pomona.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Subject: Comments on FY24 Metro Budget

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I urge you to commit to a budget that prioritizes the needs of transit riders and improves their experiences on the system.

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Thank you for your consideration.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:08 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

--

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

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 10:09 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

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Thank you for your consideration.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 17, 2023 11:35 AM

To: Wiggins, Stephanie <WIGGINSS@metro.net>; Karen.Bass@lacity.org; firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; councilmember.krekorian@lacity.org; ThirdDistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; tim.sandoval@pomona.gov; fdutra@cityofwhittier.org; fourthdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov

Cc: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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Thank you for your consideration.

[REDACTED]



May 15, 2023

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

RE: Support High Desert Corridor FY24 Work Program, May 17, 2023 Metro Board Planning & Programming Committee Item 6

Dear Chair Najarian:

On behalf of the High Desert Corridor Joint Powers Agency (HDC JPA) member jurisdictions: Los Angeles County, Los Angeles County Metropolitan Transportation Authority, the Cities of Adelanto, Lancaster, Palmdale, and Victorville, we strongly support the High Desert Corridor FY24 Work Program, May 17, 2023 Metro Board Planning & Programming Committee Item 6.

On April 20, 2023, the HDC JPA Board of Directors unanimously approved the Agency's FY2023-2024 Budget of \$1,947,500 from Measure M dedicated funds contained in the Measure M Expenditure Plan.

The HDC JPA FY 23-24 Budget contains funding to complete the High Speed Rail Project's National Environmental Policy Act environmental clearance process with the Federal Railroad Administration as the federal lead with the petition filed with the Surface Transportation Board for inter-operability with other high-speed rail systems. The HDC JPA FY23-24 Budget will also procure contracts for Financial Advisory services and Program Management Support Services to transition from the environmental clearance phase into the Preliminary Engineering & Design phase for the High Speed Rail Project at a 30% level of design.

The HDC JPA appreciates the continued partnership with Metro to bring high speed rail to Los Angeles County and seeks your approval of the May 17, 2023, Metro Planning & Programming Board Item 6.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur V. Sohikian".

Arthur V. Sohikian, Executive Director
High Desert Corridor Joint Powers Agency
www.highdesertcorridor.org



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

May 15, 2023

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

RE: Support Measure M Multi-Year Subregional Program (MSP) Annual Update – North LA County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8

Dear Chair Najarian:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC JPA) Member Jurisdictions: Los Angeles County Fifth Supervisorial District, the Cities of Lancaster, Palmdale and Santa Clarita located in North Los Angeles County, **we strongly support** the Measure M Multi-Year Subregional Program Annual Update – North County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8.

On April 17, 2023, the NCTC JPA Board unanimously approved the projects contained in the 2023 Measure M MSP to program an additional \$18.3 million in MSP funds. Each project continues to receive robust public participation through each member's jurisdiction.

The SR-14 Safety Improvement Project has funding programmed for the Project Approval/Environmental Document (PA/ED) phase to complete the environmental process to become "shovel-ready" for final design and construction. The Antelope Valley Line Improvement Projects will receive approximately \$37 million in NCTC MSP funds to complete the final design for the projects. These regional mobility projects are significant for the NCTC JPA Subregion.

To close, the **NCTC JPA fully supports** the Measure M Multi-Year Subregional Program Annual Update – North LA County Subregion, May 17, 2023, Metro Board Planning & Programming Committee Item 8. Thank You for your support and leadership.

Sincerely,

Arthur V Sohikian
Executive Director

North Los Angeles County Transportation Coalition Joint Powers Authority

www.northcountytransportationcoalition.org

From: [REDACTED]

Sent: Wednesday, May 24, 2023 4:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Regular board meeting 5/25/2023 Agenda Item 4: Report by the CEO

Dear

I ride the bus or train every day. I work every day. There have been days that I haven't had enough money to pay my fare to get to/ from work. Being worried if I will be late because a driver won't let me ride or get a ticket because I got on the train without valid fare.

I think fare should be free.

Law Office of Paula Pearlman
9610 Beverlywood Street Los Angeles, CA 90034
paula.d.pearlman@gmail.com 310.558.4808

May 23, 2023

Metro Board Public Comment
Los Angeles County
Metropolitan Transportation Authority

Via electronic mail: boardclerk@metro.net

Re: Public Safety, Metro Board Meeting, May 25, 2023, Agenda Items 12, 29

Dear METRO Board Members,

On behalf of my client, a resident of Valley Village in Los Angeles City Council District 2, I write to urge the Metro Board to address his safety concerns on the Metro Red line. My client uses the Red Line to commute to work every weekday to downtown Los Angeles. He boards the train at the North Hollywood station at 5:30am, and arrives most mornings at Pershing Square station at 6am.

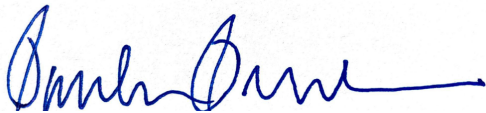
One January 5, 2023 he was assaulted by an unhoused person on the train who had blocked the door open and prevented the train from moving. Fortunately, he was not seriously physically injured but he has a lasting fear for his safety. He has also witnessed a myriad of other issues, including:

- People leaping onto the tracks in the subway station.
- Unhoused people regularly taking up seats to sleep on.
- Unhoused people doing drugs on the subway train car.
- People spewing racist rhetoric about hating whites and Asians.
- People pulling the red emergency ball preventing the train from moving forward.
- People playing loud music or making noises by banging on the seats of the subway train car.

Most recently, in early May, he witnessed someone carrying a metal object in the North Hollywood parking lot threatening someone else with it. The potential victim tried to enter the station, but the police refused to arrest the individual despite threatening someone else with the metal object.

The trains should be safe and available to everyone to use without fear for their safety. Given his work schedule, the costs of commuting and parking, my client is forced to use the train. He should not need to risk his bodily safety to get to and from work. We urge you to prioritize safety.

LAW OFFICE OF PAULA PEARLMAN



Paula Pearlman

cc: Mayor Karen Bass, mayor.helpdesk@lacity.org ; LA City Council President Paul Krekorian, Councilmember.Krekorian@lacity.org

From: [REDACTED]

Sent: Monday, May 22, 2023 1:50 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

Subject: Concerns Regarding Item #12, Metro FY24 Budget

Dear Metro Board of Directors,

I am writing to ask Metro to meet the needs of the transit riders who rely solely on Metro to move around the region—and prioritize them in the upcoming FY24 budget. I echo the calls from ACT-LA for Metro to increase bus service hours and invest in care-based safety alternatives. These are priorities for ensuring that riders can have equitable access to safe and healthy transit.

I appreciate the action from Metro to hire more bus operators—more operators are key to buses arriving on time and avoiding bus cancellations. It is also critical that Metro’s bus operators be well-paid and supported by Metro, to reduce turnover and create stronger working conditions that create greater mobility for our transit riders and frontline transit workers.

Investments in care-based safety strategies (over policing) are needed now more than ever. Funding for alternatives is still very small compared to Metro’s law enforcement and security spending. Services for unhoused transit riders, such as outreach, housing placement, and mental health services can meet the needs of many riders on Metro and create a transit system that makes all transit riders feel safe. Los Angeles’ police forces are not trained or intended to serve in these roles. Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

From: [REDACTED]

Sent: Monday, May 22, 2023 5:31 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

Subject: Concerns Regarding Item #12, Metro FY24 Budget

Dear Metro Board of Directors,

I am writing to ask Metro to meet the needs of the transit riders who rely solely on Metro to move around the region—and prioritize them in the upcoming FY24 budget. I echo the calls from ACT-LA for Metro to increase bus service hours and invest in care-based safety alternatives. These are priorities for ensuring that riders can have equitable access to safe and healthy transit.

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More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

From: [REDACTED]

Sent: Monday, May 22, 2023 10:40 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

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Thank you.

-----Original Message-----

From: [REDACTED]

Sent: Monday, May 22, 2023 11:46 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org;

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Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

Sent from my iPhone

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 5:47 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

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Sent from my iPhone

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 10:01 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

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Thank you.

From: [REDACTED]

Sent: Tuesday, May 23, 2023 11:00 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: HollyJMitchell@bos.lacounty.gov; KShamdasani@bos.lacounty.gov; Karen.Bass@lacity.org;

LBrisco@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov;

MayorButts@cityofinglewood.org; Micheline, Maureen <MichelineM@metro.net>;

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From: [REDACTED]

Sent: Tuesday, May 23, 2023 7:38 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 23, 2023 7:52 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 23, 2023 9:47 AM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

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Thank you.

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 24, 2023 2:30 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

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[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 24, 2023 2:59 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

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

kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us;

dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org;

anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov;

gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole

<EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org;

jorenstein@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; ygharabedian@sgvcog.org;

mperez@gatewaycog.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Micheline, Maureen

<MichelineM@metro.net>; Lobrien@bos.lacounty.gov; kmacias@bos.lacounty.gov; Daniel Rodman

<daniel.rodman@lacity.org>; mmoore@bos.lacounty.gov; lantzsh10@gmail.com;

sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; KShamdasani@bos.lacounty.gov;

LBrisco@bos.lacounty.gov; Englund, Nicole <EnglundN@metro.net>

Subject: Concerns Regarding Item #12, Metro FY24 Budget

Dear Metro Board of Directors,

I am writing to ask Metro to meet the needs of the transit riders who rely solely on Metro to move around the region—and prioritize them in the upcoming FY24 budget. I echo the calls from ACT-LA for Metro to increase bus service hours and invest in care-based safety alternatives. These are priorities for ensuring that riders can have equitable access to safe and healthy transit.

I appreciate the action from Metro to hire more bus operators—more operators are key to buses arriving on time and avoiding bus cancellations. It is also critical that Metro’s bus operators be well-paid and supported by Metro, to reduce turnover and create stronger working conditions that create greater mobility for our transit riders and frontline transit workers.

Investments in care-based safety strategies (over policing) are needed now more than ever. Funding for alternatives is still very small compared to Metro’s law enforcement and security spending. Services for unhoused transit riders, such as outreach, housing placement, and mental health services can meet the needs of many riders on Metro and create a transit system that makes all transit riders feel safe. Los Angeles’ police forces are not trained or intended to serve in these roles.

More than 6 in 10 Metro riders earn under \$25,000 a year. This reality presents Metro with an opportunity to advance regional economic justice by adopting a universal fareless Metro to alleviate the transportation cost burden Metro riders face. Metro staff should identify decisions every 6 months that the Board could take to expand beyond GoPass and to a universal fareless system.

Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 24, 2023 3:20 PM

To: Board Clerk <BoardClerk@metro.net>; BudgetComments <BudgetComments@metro.net>

Cc: Karen.Bass@lacity.org; ThirdDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; jdupontw@aol.com; tim_sandoval@ci.pomona.ca.us; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; anajarian@glendaleca.gov; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; gloria.roberts@dot.ca.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gerhardt, Judy <GerhardtJu@metro.net>; doug.mensman@lacity.org; jorenstein@bos.lacounty.gov

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Ultimately, I hope to see the Board work for a Metro budget that reflects its values and prioritizes rider safety.

Thank you.

[REDACTED]



May 22, 2023

Chair Najarian and Members of the Board
Metro Board
One Gateway Plaza
Los Angeles, CA 90012

Re: Agenda Item No. 25 - Need to Strengthen LA Metro's Clean Air and Climate Commitment to Electric Buses, not Delay It (File Number 2023-0295).

Dear Chair Najarian and Members of the Board:

The Los Angeles County Electric Truck and Bus Coalition writes to provide feedback on the current proposal to delay LA Metro's clean air and climate commitments related to Zero Emission Buses (ZEBs) by a half decade. Overall, the transition to ZEBs has become even more important given recent recognition by the South Coast Air Quality Management District and California Air Resources Board that we need to eliminate combustion technologies every place possible to meet federal and state air quality standards. Moreover, the electric bus transition – if done correctly with proper standards – is an important way to expand good jobs in the clean energy economy in Los Angeles County. Our concern with the current staff report and proposal is that it ignores the immense deployment opportunity with unprecedented funding for electric vehicles and infrastructure available right now. Instead of spending time redrafting reports to roll back commitments, this is the time for LA Metro to turn over every stone at the federal level to see if it can supercharge its efforts to advance bus electrification. We will be willing partners in this effort to attract LA County's fair share of funding.

I. LA Metro Should Not Retreat from Leading the Nation on Transit Bus Electrification.

At the outset, we acknowledge the continued commitment from LA Metro not to purchase any more methane burning buses. However, any discussion about delaying outer ZEB goals without discussions about LA Metro's leadership between now and 2030 is a missed opportunity. Again, this myopic approach could result in LA Metro having important funding opportunities pass it by. While the staff report paints a bleak picture of electrification, it is significant that staff concedes 67% of routes can be met by the bus range it believes represents the current state of technology. While the report focuses on the places where range is an impediment, why not focus on deploying electric buses expeditiously on the two-thirds of routes where the range is perfectly capable of meeting the needs of the agency right now? Many of these routes likely run through neighborhoods already hardest hit by air pollution where the majority households are heavily reliant on public transit.



This is also the perfect time to set interim benchmarks for 2026 and 2028 for electric bus deployments. Moreover, with such a competitive environment with other transit agencies with equally ambitious goals for electrification, eroding the 2030 goal now makes no sense. LA Metro has an incredible selling point in saying it has the most ambitious plans for bus electrification for a large transit agency in the United States.

II. LA Metro Cannot Be Lackadaisical in Remaining a Leader.

We want to applaud LA Metro's – Board and Staff – leadership on advancing ZEBs. The agency has made significant progress, and as a true North American leader in this space, transit agencies are benefiting even beyond our region. But, that leadership is not static. At the end of the year, LA Metro will have 145 battery electric buses delivered and in service. This will be the largest ZEB fleet in the nation. But, LA Metro's chart in the Board report shows these levels will remain relatively static until about 2026 and 2027. LA Metro will not maintain its leadership on ZEB deployments in LA County, yet alone nationally. Transit agencies across the country are rapidly deploying electric buses. For example, Los Angeles Department of Transportation will quickly replace LA Metro as the leader in electric bus deployments soon after LA Metro hits the 145-bus mark.

And, on a global scale, LA Metro is lagging on ZEB bus deployments. London has more than 600 electric buses in its transit fleet. Quebec just announced an effort to purchase more than 1,200 electric buses with a 186-mile range.¹ And, electric bus deployments in China proceed very quickly with some transit agencies having more than 10,000 electric buses in the fleet.

III. The Staff Analysis Does Not Incorporate Significant Recent Federal Actions.

We are also concerned that some of the analysis may not have fully incorporated the benefits of the Inflation Reduction Act (IRA) and the Bipartisan Infrastructure Law (BIL) into the bus purchase price and infrastructure. The BIL provides more than \$108 billion to public transit.² The historic \$740 billion dollar IRA contains many provisions that could benefit bus and motorcoach manufacturers, including a billion dollars for clean heavy duty vehicles, and tax credits for clean commercial vehicles and charging infrastructure.³ Since some of the programs are still being developed by the Biden Administration to implement this law, cost reductions from these programs are often not built into costs models for electric vehicles yet.

¹ See <https://www.carscoops.com/2023/05/quebec-to-buy-1229-electric-buses-in-massive-1-8-billion-deal/>.

² <https://www.apta.com/advocacy-legislation-policy/bipartisan-infrastructure-law-hub/>

³ \$740B Inflation Reduction Act funds grants, tax credits for bus industry, September 2, 2022 available at <https://www.busandmotorcoachnews.com/740b-inflation-reduction-act-funds-grants-tax-credits-for-bus-industry/>.



Also, the analysis does not reflect the fact that there is record funding at the federal and state level to support transportation electrification. Instead of spending time revamping the already produced zero-emission bus plan, it is probably a more productive time to review the many and varied strategies to advance bus electrification.

IV. Delay Is Actually More Costly.

We also believe that delaying the target date – may have a lower annual cost – but it is actually more expensive to achieve (e.g. 2030 conversion is \$4.189 billion and 2035 is \$4.392 billion). These costs are not just borne by Metro but also impact the region’s growing BEB manufacturing ecosystem that currently employs thousands of workers in Southern California as multiple national manufacturers have a footprint here. This sector is only set to grow larger with the increase in federal investments in the battery supply chain that positions LA County and Southern California to be the BEB manufacturing hub for the rest of the country. This decision to delay shifting to 100% ZEBs could harm this important and growing sector.

Moreover, a delay of five years to deliver the benefits of a ZEB transition to Equity Focused Communities is in and of itself an “equity-associated impact”. The staff report acknowledges that the Project’s service corridors are composed of 88 percent in low-income communities, 73 percent disadvantaged communities as defined by SB 535, and 61% equity focused communities as defined by Metro. Metro’s Equity Platform is designed to guide every facet of the agency’s business, including investments and new initiatives. A delay in delivering these benefits to these hardest-hit communities—already in the throes of disproportionate pollution burdens—runs contrary to Metro’s principal equity goal of eliminating existing disparities.

V. Infrastructure Concerns.

We remind the agency that the infrastructure concerns expressed in the report are best resolved by working with Metro’s utilities. We also remind the agency that Mayor Bass appoints all the Department of Water & Power Commissioners, and several other Board members on the LA City Council have oversight authority over this utility. It seems like a productive use of time would be to work with leaders committed to LA Metro’s missions and with some oversight authority over LA DWP to help overcome any infrastructure hurdles that may exist.

VI. Range Concerns are Overstated.

The range concerns and analysis in the Board Report need a more in-depth look. Importantly, we do not think the current assumption of a 150-mile to 160-mile current range with a 2% to 5% increase per year is accurate. Quebec just order 1,219 buses with a 186-mile range. Dallas



just put into service a bus with a close to 300-mile range.⁴ We also do not understand the reference to service blocks that are above 300-miles. According to the report, service blocks with a 300-mile range represent 14 of the 1800 Service Blocks – a mere .05% of total routes. It is odd to partially justify delaying an extra 5 years for routes that are a fraction of a percent of the overall routes.

VII. The Sooner We Can Remove Our Methane Burning Buses from Service, the Better.

Finally, we appreciate the staff removing the reference to the phrase “Clean Natural Gas” buses from the report. We suspect this was a typo where clean was supposed to mean “Compressed.” We remind the Board that like “clean coal,” there is no such thing as “clean natural gas.” While the methane industry has engaged in extensive branding, we now understand greatly the perils of combustion – especially for our region. While LA Metro’s use of “Renewable Natural Gas” (RNG) may make the staff and Board feel better about its use of methane burning buses, we remind the Board that the methane industry routinely claims that its gas is “clean” or “carbon negative” when it uses “book and claim” accounting to characterize fossil fuels as biomethane. Thus, a methane fuel provider will capture methane at a landfill in Michigan, a factory farm in Mississippi, or a dairy in Bakersfield and put the captured gas into the gas system, and claim credits under California’s Low Carbon Fuel Standard. But, the actual methane LA Metro is physically burning in its buses may just be a cocktail of conventionally captured gas, fracked gas, and some small portion of biomethane. Generally “RNG” is a paper exercise, and it is not a viable and scalable climate and clean air solution.

In sum, we encourage the Board not to agree to this delay in 100% ZEBs without further discussion and analysis. We recognize that it takes courage to continue the course in being a climate and clean air leader like the five other transit agencies in the region that have committed to 2030 for full ZEB conversion. But, the benefits are worth the hard work that it takes to meet 100% ZEBs by 2030. We look forward to continued engagement with LA Metro.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO

⁴ See <https://dartdaily.dart.org/posts/news-post/darts-first-long-range-electric-bus-begins-revenue-service-2023>.

Law Office of Paula Pearlman
9610 Beverlywood Street Los Angeles, CA 90034
paula.d.pearlman@gmail.com 310.558.4808

May 23, 2023

Metro Board Public Comment
Los Angeles County
Metropolitan Transportation Authority

Via electronic mail: boardclerk@metro.net

Re: Public Safety, Metro Board Meeting, May 25, 2023, Agenda Items 12, 29

Dear METRO Board Members,

On behalf of my client, a resident of Valley Village in Los Angeles City Council District 2, I write to urge the Metro Board to address his safety concerns on the Metro Red line. My client uses the Red Line to commute to work every weekday to downtown Los Angeles. He boards the train at the North Hollywood station at 5:30am, and arrives most mornings at Pershing Square station at 6am.

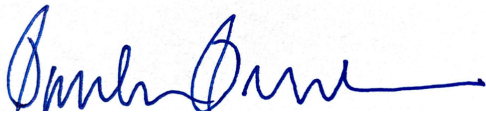
One January 5, 2023 he was assaulted by an unhoused person on the train who had blocked the door open and prevented the train from moving. Fortunately, he was not seriously physically injured but he has a lasting fear for his safety. He has also witnessed a myriad of other issues, including:

- People leaping onto the tracks in the subway station.
- Unhoused people regularly taking up seats to sleep on.
- Unhoused people doing drugs on the subway train car.
- People spewing racist rhetoric about hating whites and Asians.
- People pulling the red emergency ball preventing the train from moving forward.
- People playing loud music or making noises by banging on the seats of the subway train car.

Most recently, in early May, he witnessed someone carrying a metal object in the North Hollywood parking lot threatening someone else with it. The potential victim tried to enter the station, but the police refused to arrest the individual despite threatening someone else with the metal object.

The trains should be safe and available to everyone to use without fear for their safety. Given his work schedule, the costs of commuting and parking, my client is forced to use the train. He should not need to risk his bodily safety to get to and from work. We urge you to prioritize safety.

LAW OFFICE OF PAULA PEARLMAN



Paula Pearlman

cc: Mayor Karen Bass, mayor.helpdesk@lacity.org ; LA City Council President Paul Krekorian, Councilmember.Krekorian@lacity.org



MINUTES

Thursday, May 25, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Ara J. Najarian, Chair

Jacquelyn Dupont-Walker, 1st Vice Chair

Kathryn Barger

Karen Bass

James Butts

Fernando Dutra

Lindsey Horvath

Paul Krekorian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:10 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 16, 17, 19, 20, 21, and 22.

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

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

2. **SUBJECT: MINUTES** **2023-0339**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 27, 2023.

3. **SUBJECT: REMARKS BY THE CHAIR** **2023-0337**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2023-0338**

RECEIVED report by the Chief Executive Officer.

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

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

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

5. SUBJECT: FUNDING AWARD RECOMMENDATION FOR STATE ACCESS FOR ALL GRANT PROGRAM **2023-0185**

APPROVED ON CONSENT CALENDAR:

- A. the recommended Access for All funding awards totaling \$7,865,833 available to Metro through the State of California's Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

6. SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM **2023-0099**

APPROVED ON CONSENT CALENDAR:

- A. \$1,947,500 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the FY24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION **2023-0201**

APPROVED ON CONSENT CALENDAR:

- A. inter-program borrowing and programming of \$24,765,000 from Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION **2023-0027**

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

1. programming of \$9,720,367 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program;
2. programming of \$14,474,000 within the capacity of Measure M MSP - Transit Program;
3. programming of \$3,846,152 within the capacity of Measure M MSP - Subregional Equity Program;

B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and

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

9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT **2023-0198**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and

(continued on next page)

(Item 9 – continued from previous page)

C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

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

10. SUBJECT: FY24 AUDIT PLAN

2023-0260

ADOPTED ON CONSENT CALENDAR the Fiscal Year 2024 (FY24) Proposed Annual Audit Plan.

SUBJECT: ITEM 12 VOTE FOR BIFURCATION

FAILED

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

12. SUBJECT: FISCAL YEAR 2024 (FY24) BUDGET

2023-0223

ADOPTED:

- A. the proposed FY24 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net](https://www.metro.net/about/financebudget/) <<https://www.metro.net/about/financebudget/>>);
 - 1. AUTHORIZING \$9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 - 2. AUTHORIZING a total of 10,842 FTEs, with 8,943 Represented FTEs and 1,899 Non-Represented FTEs;

(continued on next page)

(Item 12 – continued from previous page)

3. AUTHORIZING an average 3.5% performance-based merit increase and a cost-of-living adjustment (COLA) of 2.5% on July 1st, 2023, and 2.5% on January 1st, 2024, for Non-Represented employees. The COLA will adjust the Non-Represented salary pay grade bands accordingly. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is 3.5% plus step progression increases;
 4. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 5. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2023);
- B. AMENDING FY24 Proposed Budget document by including 40 additional Transit Security Officers (TSOs) to support rail expansion and increase safety on our transit system;
- C. AMENDING FY24 Proposed Budget document by including 2 Non-Represented positions to support alternative delivery procurements on mega-projects; and
- D. APPROVING the Reimbursement Resolution declaring Metro’s intention to issue debt in FY24 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

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

13. SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH

2023-0219

AUTHORIZED the Chief Executive Officer (CEO) to execute Modification No. 1 to Task Order No. 1 with Lee Andrews Group under the Communications Support Services Bench Contract No. PS85397007 to continue to provide street teams, community-based intervention specialists, and program administration in the amount of \$5,175,320, increasing the task order value from \$6,753,723 to a not-to-exceed amount of \$11,929,043, and extend the period of performance through November 30, 2023.

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

16. SUBJECT: TUNNEL ADVISORY PANEL

2023-0200

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute:

- A. Contract Modification No. 12 to Contract No. PS-2020-1055 with Dr. Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$712,000, increasing the total contract value from \$3,000,481 to \$3,712,481 and extend the contract from June 30, 2023 to June 30, 2026;
- B. Contract Modification No. 7 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$672,000, increasing the total contract value from \$2,999,235 to \$3,671,235 and extend the contract from June 30, 2023 to June 30, 2026; and
- C. Contract Modification No. 1 to Contract No. PS-1620-80000, with Dr. Thomas O'Rourke, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$639,000, increasing the total contract value from \$947,457 to \$1,586,457 and extend the contract from June 30, 2023 to June 30, 2026.

17. SUBJECT: CREATION OF A PERMANENT BUSINESS INTERRUPTION FUND MOTION

2023-0351

APPROVED ON CONSENT CALENDAR Motion by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra that the Metro Board direct the Chief Executive Officer to establish a permanent Business Interruption Fund and provide a program update in November 2023 that considers, but is not limited to, the following:

- A. Resources necessary to maintain a permanent Business Interruption Fund; and
- B. Culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

**19. SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 2022-0877
602 AND COMMUTER EXPRESS 422, AND PVPTA LINE
225/226 TRANSIT SERVICE OPERATION AGREEMENTS**

AUTHORIZED ON CONSENT CALENDAR:

- A. EXTENDING the Transit Service Operation Agreement between METRO and the City of Glendale for the Glendale Beeline Route 3, for a period of one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;
- B. EXTENDING the Transit Service Operation Agreement between METRO and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- C. EXTENDING the Transit Service Operation Agreement between METRO and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of one year through June 30, 2024, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

20. SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES 2023-0161

AUTHORIZED the Chief Executive Officer to execute Modification No. 24 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program, to increase the Not-To-Exceed (NTE) contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39 to permit continued consultant support through June 30, 2024.

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

21. SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION 2023-0203

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Contract Modification No. 12 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) for the Metro Bike Share program (MBS) to extend the contract period of performance from July 30, 2023 through December 31, 2023, in the amount of \$5,698,010, increasing the Total Contract Value from \$110,594,074 to \$116,292,084.

22. SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES 2023-0211

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire & Rubber Company in the amount of \$11,671,134 (\$2,164,434 for FY23 and \$9,506,700 for FY24) to continue to provide bus tire leasing and maintenance services, increasing the contract value from \$41,908,927 to \$53,580,061, as well as extending the period of performance through June 30, 2024.

~~25. WITHDRAWN SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE 2023-0295~~

~~RECEIVE AND FILE the Progress Report on the Zero Emission Bus (ZEB) Program, including the shift in the program goal of fully transitioning to a zero-emission bus fleet from 2030 to no later than 2035, with a commitment to no longer procure Clean Natural Gas (CNG) buses to accommodate the new program goal.~~

26. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES

2023-0343

AUTHORIZED the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

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

27. SUBJECT: UPDATING METRO SIGNAGE AND MAPS TO IDENTIFY THE LOS ANGELES COUNTY GENERAL MEDICAL CENTER MOTION

2023-0379

APPROVED Motion by Directors Solis, Bass, Najarian, and Dupont-Walker that the Board direct the CEO to:

- A. Update current transit signage, maps, geographic information data, and relevant markers used for customer wayfinding and navigation to identify the updated Los Angeles General Medical Center in a manner that is timely and cost-efficient to the agency; and
- B. Report back on the sphere of influence and target completion date of the above.

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

28. SUBJECT: ADVANCEMENT OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT MOTION

2023-0380

APPROVED Motion by Directors Butts, Horvath, and Najarian that the Board direct the Chief Executive Officer to:

- A. Program up to \$108M in Sub-Regional Equity Program Funds allocated to the South Bay Council of Governments to serve as a backstop for the Inglewood Transit Connector Project, in accordance with the Board-approved Subregional Equity Program Guidelines; and
- B. Amend the Measure R Agreement 22-024 by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and City of Inglewood ("City") for the Inglewood Transit Connector (the "Project"), (Project ID# MRINGITC and FTIP# LA99ITC101) to clarify that backstop funding is a potentially eligible use of the funding source.

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

29. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

2023-0383

RECEIVED oral report on Public Safety.

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

ADJOURNED AT 1:58 P.M. IN MEMORY OF GLORIA MOLINA.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2023-0257, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE JUNE 14, 2023

SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$25,788,000 in additional programming and funding changes within the capacity of Measure R Multimodal Highway Subregional Programs (see Attachment A for updated project list):
- Arroyo Verdugo Operational Improvements
 - Las Virgenes Malibu Operational Improvements
 - South Bay I-405, I-110, I-105 & SR-91 Improvements
 - Gateway Cities I-605 Corridor “Hot-Spots” Interchange Improvements
 - Gateway Cities I-710 South Early Action
 - North Los Angeles County SR-138 Safety Enhancements
 - North Los Angeles County I-5/SR-14 Safety Enhancements
- B. APPROVING the deobligation of \$21,504,000 of previously approved Measure R Multimodal Highway Subregional Program funds for re-allocation to other existing Board-approved Measure R projects as shown in Attachment A; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

ISSUE

The Measure R Multimodal Subregional Programs update allows Metro staff and each lead agency to revise project priorities and amend budgets for implementing the Measure R Multimodal subregional projects. The attached updated project lists include projects that have received prior Board approval and proposed changes related to schedules, scope, and funding allocations for existing and new projects. The Board’s approval is required as the updated project lists serve as the basis for Metro to enter into agreements with the respective implementing agencies.

BACKGROUND

Measure R Expenditure Plan Lines 26, 31, 32, 33, 37, and 38 allocate funds for multimodal highway operational improvement subfund programs. Metro staff leads the implementation and development of multi-jurisdictional and regionally significant highway and arterial projects. Staff also lead projects on behalf of local jurisdictions at their request or assists in developing projects with these subfunds.

Additionally, the Compete Streets and Highways staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County, and South Bay subregions to fund transportation improvements developed and prioritized locally. Lead agencies develop the scope and type of improvements. Metro staff reviews the project for eligibility and compliance with the Board-adopted guidelines and objectives for multimodal highway investments (File 2022-0302). To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety or multimodal access through pedestrian and bicyclist improvements.

As the project lead for regionally significant multi-jurisdictional projects or grant manager to locally prioritized projects, Metro staff works with cities, subregions, and grant recipients to scope and deliver the projects. Updates on the multimodal highway programs are presented to the Board semi-annually and on an as-needed basis.

DISCUSSION

The Measure R Expenditure Plan does not define multimodal subregional highway capital projects individually. Eligible projects are identified by project sponsors and validated/approved by Metro staff for funding.

The changes in this update include \$25,788,000 in additional programming for projects in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, and North Los Angeles County and South Bay subregions as detailed in Attachment A. A nexus determination has been completed for each new project.

All projects on the attached project lists are expected to provide operational benefits and meet the Board-adopted Highway Operational and Ramp/Interchange improvement guidelines and Objectives for Multimodal Highway Investments.

Arroyo Verdugo Operational Improvements

A total of \$117,015,000 has been programmed for projects in the subregion. This update includes funding adjustments for 3 existing projects and 1 new project.

Glendale

Scope change for MR310.25 - I-210 Soundwalls Project. The current project budget is \$8,020,000 and will fund only the environmental and design phases of the project.

Program an additional \$4,126,736 for MR310.62 - Downtown Glendale Signal Mobility

Improvements Project. The revised project budget is \$6,626,736. Additional funds are being programmed for the design and construction of detection, fiber, camera, communications hardware, battery-backup systems, and controllers that were not part of the original scope. The additional components will enable a more reliable and efficient synchronization and mobility improvement project.

Reprogram \$4,000,000 for MR310.65 - North Verdugo Road Improvements (Signal, Ped, Transit). The funds are being reprogrammed as follows: \$400,000 in FY23-24, \$300,000 in FY24-25, and \$3,300,000 in FY25-26. The project budget remains the same at \$5,000,000. Funds are being reprogrammed to match environmental, design, and construction timeframes.

Program \$1,216,440 for MR310.66 - HSIP Cycle 11 Local Match (Ped/Bike Improvements). The Measure R match to the HSIP grant is \$1,216,440. Funds will design pedestrian/bike signal improvements and upgrade median, bike lane, and pedestrian crossings.

Las Virgenes Malibu Operational Improvements

A total of \$173,668,000 has been programmed for projects in the subregion. This update includes funding adjustments for 3 existing projects and 1 new project.

Agoura Hills

Program \$5,472,000 for MR311.23 - Agoura Hills Greenway Project. The total Measure R allocation is \$5,472,000. At the February 2023 Board meeting (File 2022-0863), approved Measure M (MM5503.10) and R funds for this project. Funds will be used for the right-of-way and construction phases.

Malibu

Program an additional \$325,000 for MR311.27 - Pacific Coast Highway Intersection Improvements. The revised project budget is \$1,325,000. Funds are being programmed to match current construction cost estimates for the project.

Deobligate \$325,000 from MR311.16 - Pedestrian Signal Improvements on Pacific Coast Highway. Funds are being reprogrammed to project MR311.27 - Pacific Coast Highway Intersection Improvements. The funds are being deobligated to fund a higher priority transportation improvement.

Hidden Hills

Reprogram \$2,979,975 for MR311.34 - Long Valley Road/Valley Circle/US-101 On-Ramp Improvements. The funds are being reprogrammed to FY23-24 for a total allocation of \$3,232,000. The project budget remains unchanged at \$5,952,000. Funds are being reprogrammed to match environmental, design, right-of-way, and construction timeframes.

South Bay I-405, I-110, I-105 & SR-91 Improvements

A total of \$446,413,000 has been programmed for projects in the subregion. This update includes funding adjustments for 13 projects.

Caltrans

Deobligate \$1,000,000 from MR312.45 - PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd to I-405. This project is no longer being pursued. Funds will be reprogrammed the subregion.

Metro

Deobligate \$7,000,000 from MR312.55 - I-405 Improvements from I-110 to Wilmington. The revised project budget is \$10,400,000. Funds are being reprogrammed to develop a state/federal grant match line item.

Program an additional \$8,000,000 for MR312.85 - South Bay I-405 Improvements - Local Match for State/Federal Grants. The revised project budget is \$22,000,000. This line item will support grant opportunities for two I-405 projects, MR312.30 and MR312.55.

Gardena

Program an additional \$728,000 for MR312.02 - Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and Rosecrans Ave. The revised project budget is \$2,228,000. Funds are being programmed to match current construction cost estimates.

Program an additional \$2,305,000 for MR312.09 - Artesia Boulevard Arterial Improvements from Western Avenue to Vermont Avenue. The revised project budget is \$4,828,000. Funds are being programmed to match current construction cost estimates. Additionally, funds are being reprogrammed as follows: \$2,276,424.66 in FY23-24. The total programmed amount in FY23-24 is \$4,581,400. Funds are being reprogrammed to match design and construction timeframes.

Los Angeles County

Reprogram \$1,021,000 for MR312.52 - ITS: Improvements on South Bay Arterials. The funds are being reprogrammed as follows: \$111,000 in FY17-18, \$290,000 in FY20-21, and \$620,000 in FY22-23 to match environmental, design, and construction timeframes.

Reprogram \$2,000,000 for MR312.64 - South Bay Arterial System Detection Project. The funds are being reprogrammed as follows: \$600,000 in FY23-24 and \$1,400,000 in FY24-25 to match environmental, design, and construction timeframes.

Manhattan Beach

Reprogram \$699,860.08 for MR312.35 - Sepulveda Boulevard at Manhattan Beach Boulevard Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane). The project budget remains the same at \$2,046,000. The funds are being reprogrammed as follows: \$699,860.08 in

FY23-24 to match design, right-of-way, and construction timeframes.

Rancho Palos Verdes

Deobligate \$90,000 from MR312.39 - Western Avenue (SR-213) from Palos Verdes Drive North to 25th Street. Funds will be reprogrammed to the subregion.. The city is using Measure M to fund improvements on Western Avenue.

Port of Los Angeles

Program an additional \$2,980,000 for MR312.32 - SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Boulevard. The revised project budget is \$49,330,000. Additional funds are being programmed due to price escalations and are needed to match current construction cost estimates.

Redondo Beach

Program an additional \$1,000,000 for MR312.06 - Pacific Coast Highway Improvements from Anita Street to Palos Verdes Boulevard. The revised project budget is \$2,400,000. Additional funds are being programmed due to higher than anticipated right-of-way acquisition costs for the project.

Program an additional \$550,000 for MR312.20 - Aviation Boulevard at Artesia Boulevard Intersection Improvements (northbound right turn lane). The revised project budget is \$2,457,000. Additional funds are being programmed due to escalating right of way and construction costs.

Program an additional \$1,000,000 for MR312.75 - Kingsdale Avenue at Artesia Boulevard Intersection Improvements. The revised project budget is \$1,992,000. Additional funds are being programmed due to escalating construction costs.

Gateway Cities I-605 Corridor “Hot Spots” Interchange Improvements

A total of \$421,985,000 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project.

Bellflower

Program an additional \$500,000 for MR315.33 - Lakewood Alondra Intersection Improvements. The revised project budget is \$1,502,000. Funds are being programmed to match the construction bids.

Gateway Cities I-710 South Early Action

A total of \$306,378,000 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects.

Metro

Deobligate \$2,660,000 from I-710 ITS/Air Quality Early Action. Funds are being deobligated and reprogrammed to I-710 Integrated Corridor Management Project to fund environmental and design phases.

Program an additional \$2,660,000 for MR306.05 - I-710 Integrated Corridor Management (ICM) Project. The revised project budget is \$8,760,000. Funds are being programmed to complete environmental and design phases.

Program an additional \$6,000,000 for MR306.62 - Willow Street Corridor - Walnut Avenue to Cherry Congestion Relief Project. The revised project budget is \$7,312,050. Funds are being programmed to fund right of way and construction phases.

South Gate

Project MR306.24 - Reconfiguration Firestone Boulevard On-Ramp to I-710 S/B Freeway. This project is changing lead agencies from Caltrans to the City of South Gate.

North Los Angeles County SR-138 Safety Enhancements

A total of \$200,000,000 has been programmed for projects in the subregion. This update includes funding adjustments for 4 projects.

Lancaster

Reprogram \$2,603,762 for MR330.02 - SR-138 (SR-14) Avenue K Interchange. The funds are being reprogrammed to FY24-25. The project budget remains the same at \$8,924,200. Funds are being reprogrammed to match environmental, design, right-of-way, and construction timeframes.

Reprogram \$8,934,726 for MR330.06 - SR-138 (SR-14) Avenue M Interchange. The funds are being reprogrammed to FY24-25. The project budget remains the same at \$13,623,000. Funds are being reprogrammed to match environmental, design, right-of-way, and construction timeframes.

Palmdale

Program an additional \$10,429,092 for MR330.08 - SR-138 Palmdale SB 14 Ramps. Funds are being programmed as follows: \$5,000,000 in FY23-24 and \$5,429,092 in FY24-25. Additionally, this action is reprogramming \$10,946,622 to FY23-24 for a total of \$16,375,714. The revised project budget is \$35,429,092. Additional funds are being programmed to match construction cost estimates, and existing funds are being reprogrammed to match current design and construction timeframes.

Deobligate \$10,429,092 from MR330.11- SR-138 Avenue N Overcrossing. The revised project budget is \$9,570,908. Funds are being deobligated and reprogrammed to MR330.08 to match current construction costs.

North Los Angeles County I-5/SR-14 Safety Enhancements

A total of \$85,094,000 has been programmed for projects in the subregion. This update includes funding adjustments for 1 project.

Lancaster

Reprogram \$9,297,500 for MR330.02 - SR-138 (SR-14) Avenue K Interchange. The funds are being reprogrammed as follows: \$4,649,000 in FY24-25 and \$4,648,500 in FY25-26 to match environmental, design, right of way, and construction timeframes.

DETERMINATION OF SAFETY IMPACT

The multimodal subregional programs support the development of a safer transportation system that will provide high-quality multimodal mobility options to enable people to spend less time traveling.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY24 Budget amendment at this time. Metro staff will monitor the respective projects and adjust funding as required to meet project needs within the adopted FY24 budget, subject to the availability of funds.

is the highway projects are funded from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY24 funds are allocated for Arroyo Verdugo Project No.460310 and Las Virgenes-Malibu Project No. 460311 under Cost Center 0442 in Account 54001 (Subsidies to Others).

For the South Bay subregion, FY24 funds are allocated in Cost Centers 0442, 4720, 4740, Accounts 54001 (Subsidies to Others), and 50316 (Professional Services) in Projects 460312, 461312, 462312, and 463312.

For the Gateway Cities Subregion, FY24 funding for the I-605 Corridor “Hot Spots” Projects is allocated to Project No. 460314, Cost Centers 4720, 0442, Account 54001 (Subsidies to Others), and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460348, 460350, 460351. I-710 Early Action Project funds have been budgeted in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 4634316; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720 and 4740 are all included in the FY24 budget.

The remaining funds are distributed from the Measure R 20% Highway Capital Subfund via funding agreements to Caltrans and the cities of Palmdale and Lancaster in the FY24 budgets under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others). For the North County Operational Improvements Projects (I-5/SR-14 Direct Connector Line #26), budgets are included in Project No. 465501, Cost Center 0442, Account 54001 (Subsidies to Others).

Moreover, programmed funds are based on estimated revenues. Since the Measure R Multimodal Highway Subregional Programs are multi-year programs with various projects, the Project Managers, the Cost Center Manager, the Sr. Executive Officer of Countywide Planning and Development -

Complete Streets and Highways and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

This action will not impact the approved FY24 budget. Staff will rebalance the approved FY24 budget as necessary to fund the identified priorities and revisit the budgetary needs using the quarterly and mid-year adjustment processes subject to the availability of funds.

The source of funds for these projects is Measure R 20% Highway Funds. This fund source is not eligible for transit operations or capital expenses.

EQUITY PLATFORM

This semi-annual update funds subsequent phases of Board-approved Highway Subsidy grants aligned with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. Complete Streets and Highways staff have also provided technical assistance to Equity Focus Communities (EFCs) in various subregions. The Highway Subsidy Grants do not have a direct equity impact; rather it will allow for the development of equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities.

Each city and/or agency, independently and in coordination with their subregion, undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. This update includes additional funding for the following EFC communities, Glendale, Los Angeles County, Gardena, City of Los Angeles, South Gate, Paramount, Lancaster, Vernon, Commerce, Maywood, Bell, Cudahy, Compton, and Long Beach.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

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

Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County’s transportation system.

“Goal 4: Transform LA County through regional collaboration”

Goal 4.1. Metro will work closely with municipalities, council of governments, Caltrans to implement holistic strategies for advancing mobility goals”

ALTERNATIVES CONSIDERED

The Board may choose not to approve the revised project list and funding allocations. However, the option is not recommended as it will delay the development of locally prioritized improvements.

NEXT STEPS

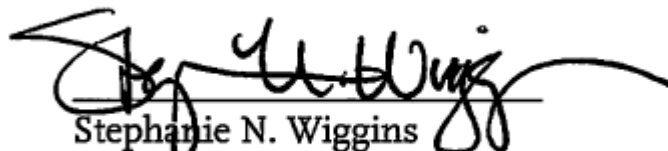
Metro's complete streets and highway staff will continue to work with the subregions to identify and deliver projects and execute grant agreements. Updates will be provided to the Board on a semiannual and as-needed basis.

ATTACHMENT

Attachment A - Projects Receiving Measure R Funds

Prepared by: Isidro Panuco, Senior Director, Countywide Planning & Development (213) 547-4372
Michelle Smith, Interim Executive Officer, Countywide Planning & Development (213) 547-4368
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4247

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



Stephanie N. Wiggins
Chief Executive Officer

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Complete)		1,658.7	0.0	1,658.7	1,658.7				
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Complete)		1,850.0	0.0	1,850.0	1,850.0				
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Complete)		3,250.0	0.0	3,250.0	3,250.0				
Glendale	MR310.13	Glendale Narrows Bikeway Culvert		1,246.5	0.0	1,246.5	1,246.5				
Glendale	MR310.14	Verdugo Road Signal Upgrades (Complete)		557.0	0.0	557.0	557.0				
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Complete)		1,585.5	0.0	1,585.5	1,585.5				
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Complete)		1,000.0	0.0	1,000.0	1,000.0				
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Complete)		2,700.0	0.0	2,700.0	2,700.0				
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Complete)		340.9	0.0	340.9	340.9				
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Complete)		397.3	0.0	397.3	397.3				
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Complete)		350.0	0.0	350.0	350.0				
Glendale	MR310.22	Glendale Narrows Riverwalk Bridge		600.0	0.0	600.0	600.0				
Glendale	MR310.24	Construction of Bicycle Facilities		244.3	0.0	244.3	244.3				
Glendale	MR310.25	210 Soundwalls Project	CHG	8,020.0	0.0	8,020.0	4,520.0	2,000.0	1,500.0		
Glendale	MR310.26	Bicycle Facilities, Phase 2 (Class III Bike Routes)		225.0	0.0	225.0	225.0				
Glendale	MR310.28	Pennsylvania Ave Signal at I-210 On/Off-Ramps		500.0	0.0	500.0	500.0				
Glendale	MR310.32	Regional Arterial Performance Measures (Call Match) F7321		100.0	0.0	100.0	100.0				
Glendale	MR310.34	Regional Bike Stations (Call Match) F7709		332.2	0.0	332.2	332.2				

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Glendale	MR310.35	Signal Installations at Various Locations (Complete)		1,500.0	0.0	1,500.0	1,500.0				
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	150.0	1,050.0			
Glendale	MR310.40	Pacific Ave: Colorado to Glenoaks & Burchett St: Pacific To Central Street Improvements (Complete)		3,315.0	0.0	3,315.0	3,315.0				
Glendale	MR310.41	Doran St. (From Brand Blvd. to Adams St.)		1,450.0	0.0	1,450.0	1,450.0				
Glendale	MR310.42	Arden Ave. (From Highland Ave. to Kenilworth St.) (Complete)		623.2	0.0	623.2	623.2				
Glendale	MR310.43	Verdugo Rd. Street Improvements Project (Traffic Signal Modification)		1,650.0	0.0	1,650.0	1,650.0				
Glendale	MR310.47	Traffic Signals on Glenwood Rd. and Modificaitons on La Crescenta and Central Ave.		2,025.0	0.0	2,025.0	2,025.0				
Glendale	MR310.48	San Frenando Rd and Los Angeles Street Traffic Signal Installation & Intersection Modification		400.0	0.0	400.0	400.0				
Glendale	MR310.49	Traffic Signal Modification & Upgrades on Honolulu Ave		3,800.0	0.0	3,800.0	3,800.0				
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	2,500.0				
Glendale	MR310.54	Signal Mod on La Crescenta Ave and San Fernando Rd.		1,650.0	0.0	1,650.0	1,650.0				
Glendale	MR310.60	N. Verdugo Rd Signal Modifications (Glendale Community College to Menlo Dr at Canada Blvd)		1,100.0	0.0	1,100.0	1,100.0				
Glendale	MR310.61	Broadway Traffic Signal Modifications		1,650.0	0.0	1,650.0	1,650.0				
Glendale	MR310.62	Downtown Glendale Signal Mobility Improvements Project	CHG	2,500.0	4,126.7	6,626.7	2,500.0		4,126.7		
Glendale	MR310.63	South Central Avenue Improvements (Signal, Ped, Transit)		3,000.0	0.0	3,000.0	0.0	300.0	2,700.0		
Glendale	MR310.64	North Glendale Avenue Improvements (Signal, Ped, Transit)		4,000.0	0.0	4,000.0	0.0	400.0	3,600.0		
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)	REP	5,000.0	0.0	5,000.0	0.0	500.0	900.0	300.0	3,300.0
Glendale	MR310.66	HSIP Cycle 11 Local Match (Ped/Bike Improvements)	ADD	0.0	1,216.4	1,216.4	0.0		400.0	816.4	
		TOTAL GLENDALE		63,770.6	5,343.2	67,897.3	47,220.6	4,250.0	13,226.7	1,116.4	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26	
Las Virgenes/Malibu Operational Improvements (expenditure line 32)					168,196.0	5,472.0	173,667.9	154,756.0	12,067.0	3,957.0	2,888.0	0.0
Westlake Village	MR311.01	Lindero Canyon Road Interchange, Phase 3A Design		443.7	0.0	443.7	443.7					
Westlake Village	MR311.02	Highway 101 Park and Ride Lot (Design Complete)		243.7	0.0	243.7	243.7					
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Complete)		3,251.0	0.0	3,251.0	3,251.0					
Westlake Village	MR311.18	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3A Construction		9,669.0	0.0	9,669.0	9,669.0					
Westlake Village	MR311.19	Highway 101 Park and Ride Lot (Complete)		4,943.6	0.0	4,943.6	4,943.6					
Westlake Village	MR311.21	Lindero Rd Sidewalk Extension		1,305.0	0.0	1,305.0	0.0	1,305.0				
TOTAL WESTLAKE VILLAGE					19,856.0	0.0	19,856.0	18,551.0	1,305.0	0.0	0.0	0.0
Agoura Hills	MR311.03	Palo Comado Interchange		10,450.0	0.0	10,450.0	10,450.0					
Agoura Hills	MR311.04	Aguora Road/Kanan Road Intersection Improvements		1,725.0	0.0	1,725.0	1,725.0					
Agoura Hills	MR311.05	Agoura Road Widening		37,250.0	0.0	37,250.0	37,250.0					
Agoura Hills	MR311.14	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road PSR		700.0	0.0	700.0	700.0					
Agoura Hills	MR311.15	Agoura Hills Multi-Modal Center		100.0	0.0	100.0	100.0					
Agoura Hills	MR311.23	Agoura Hills Project Greenway Project (MM5503.13)	ADD	0.0	5,472.0	5,472.0		5,472.0				
TOTAL AGOURA HILLS					50,225.0	5,472.0	55,697.0	50,225.0	5,472.0	0.0	0.0	0.0
Calabasas	MR311.06	Lost Hills Overpass and Interchange		35,500.0	0.0	35,500.0	35,500.0					
Calabasas	MR311.07	Mulholland Highway Scenic Corridor Completion (Complete)		4,389.8	0.0	4,389.8	4,389.8					
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Complete)		5,746.2	0.0	5,746.2	5,746.2					
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Complete)		214.0	0.0	214.0	214.0					
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Complete)		3,700.0	0.0	3,700.0	3,700.0					
Calabasas	MR311.12	Calabasas Traffic Signal System Upgrades and Synchronization		400.0	0.0	400.0	0.0		400.0			
Calabasas	MR311.13	Mulholland Highway Improvements Project - Old Topanga Canyon Road to City Limits (MM4401.11)		2,888.0	0.0	2,888.0	0.0			2,888.0		

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
		TOTAL CALABASAS		52,838.0	0.0	52,838.0	49,550.0	0.0	400.0	2,888.0	0.0
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd		14,600.0	0.0	14,600.0	14,600.0				
Malibu	MR311.24	Malibu/Civic Center Way Widening		5,600.0	0.0	5,600.0	5,600.0				
Malibu	MR311.26	PCH-Raised Median and Channelization from Webb Way to Puerco Canyon Road		6,950.0	0.0	6,950.0	6,950.0				
Malibu	MR311.27	PCH Intersections Improvements	CHG	1,000.0	325.0	1,325.0	710.0	290.0	325.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Complete)		900.0	0.0	900.0	900.0				
Malibu	MR311.29	PCH Regional Traffic Message System (CMS)		0.0	0.0	0.0					
Malibu	MR311.30	PCH Roadway and Bike Route Improvements fr. Busch Dr. to Western City Limits (Complete)		500.0	0.0	500.0	500.0				
Malibu	MR311.32	PCH and Big Rock Dr. Intersection and at La Costa Area Pedestrian Improvements		950.0	0.0	950.0	950.0				
Malibu	MR311.35	Park and Ride Lot on Civic Center Way and/or PCH		3,500.0	0.0	3,500.0	3,500.0				
Malibu	MR311.16	Pedestrian Signal Improvements on PCH	DEOB	325.0	(325.0)	0.0	0.0				
Malibu	MR311.17	PCH at Las Flores and Rambla Pacifico Intersection Improvements		5,000.0	0.0	5,000.0	0.0	5,000.0			
		TOTAL MALIBU		39,325.0	0.0	39,325.0	33,710.0	5,290.0	325.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	CHG	5,952.0	(0.0)	5,952.0	2,720.0		3,232.0		
		TOTAL HIDDEN HILLS		5,952.0	(0.0)	5,952.0	2,720.0	0.0	3,232.0	0.0	0.0
TOTAL LAS VIRGENES/MALIBU PROGRAMMING				168,196.0	5,472.0	173,667.9	154,756.0	12,067.0	3,957.0	2,888.0	0.0

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps (expenditure line)				437,940.2	8,473.0	446,413.3	319,257.7	45,046.3	68,729.3	12,380.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development		13,375.0	0.0	13,375.0	13,375.0				
		TOTAL SBCCOG		13,375.0	0.0	13,375.0	13,375.0	0.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Complete)		5,357.0	(0.0)	5,357.0	5,357.0				
Caltrans	MR312.24	I-110 Aux lane from SR-91 to Torrance Blvd Aux lane & I-405/I-110 Connector (Complete)		8,120.0	0.0	8,120.0	8,120.0				
Caltrans	MR312.25	I-405 at 182nd St. / Crenshaw Blvd Improvements		86,400.0	0.0	86,400.0	69,400.0	11,000.0	6,000.0		
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110 (Complete)		9,000.0	0.0	9,000.0	9,000.0				
Caltrans	MR312.45	PAED Integrated Corridor Management System (ICMS) on I-110 from Artesia Blvd and I-405	DEOB	1,000.0	(1,000.0)	0.0	0.0				
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Complete)		150.0	0.0	150.0	150.0				
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Complete)		150.0	0.0	150.0	150.0				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		5,000.0	0.0	5,000.0	0.0	5,000.0			
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	150.0				
		TOTAL CALTRANS		115,327.0	(1,000.0)	114,327.0	92,327.0	16,000.0	6,000.0	0.0	0.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		4,220.0	0.0	4,220.0	2,800.0	1,420.0			
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at Figueroa St and 234th St. and Figueroa and 228th st (Complete)		150.0	0.0	150.0	150.0				
Carson	MR312.80	223rd st Widening		1,000.0	0.0	1,000.0	1,000.0				
		TOTAL CARSON		5,370.0	0.0	5,370.0	3,950.0	1,420.0	0.0	0.0	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Complete)		2,500.0	0.0	2,500.0	2,500.0				
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project		5,350.0	0.0	5,350.0	4,150.0	1,200.0			
		TOTAL EL SEGUNDO		7,850.0	0.0	7,850.0	6,650.0	1,200.0	0.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.	CHG	1,500.0	728.0	2,228.0	1,500.0		728.0		
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave	CHG	2,523.0	2,305.0	4,828.0	246.6		4,581.4		
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Complete)		4,967.0	0.0	4,967.0	4,967.0				
Gardena	MR312.19	Artesia Blvd at Western Ave Intersection Improvements (Westbound left turn lanes) (Complete)		393.0	0.0	393.0	393.0				
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Complete)		2,090.3	0.0	2,090.3	2,090.3				
Gardena	MR312.79	Traffic Signal Install at Vermont Ave. and Magnolia Ave		144.0	0.0	144.0	144.0				
		TOTAL GARDENA		11,617.3	3,033.0	14,650.3	9,340.9	0.0	5,309.4	0.0	0.0
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Complete)		2,100.0	0.0	2,100.0	2,100.0				
Hawthorne	MR312.33	Aviation Blvd at Marine Ave Intersection Improvements (Westbound right turn lane) (Complete)		3,600.0	0.0	3,600.0	3,600.0				
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Complete)		7,551.0	0.0	7,551.0	7,551.0				
Hawthorne	MR312.47	Signal Improvements on Prairie Ave from 118th St. to Marine Ave.		1,237.0	0.0	1,237.0	1,237.0				
Hawthorne	MR312.54	Intersection Widening & Traffic Signal Modifications on Inglewood Ave at El Segundo Blvd; on Crenshaw Blvd At Beach Road on Crenshaw at Jack Northrop and on 129th		2,000.0	0.0	2,000.0	2,000.0				
Hawthorne	MR312.61	Hawthorne Blvd Arterial Improvements, from 126th St to 111th St. (Completed)		4,400.0	0.0	4,400.0	4,400.0				
Hawthorne	MR312.66	Imperial Ave Signal Improvements and Intersection Capacity Project		1,995.0	0.0	1,995.0	1,995.0				
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	3,200.0				
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	2,000.0				

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		1,300.0	0.0	1,300.0	600.0	700.0			
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		3,600.0	0.0	3,600.0	600.0	2,000.0	1,000.0		
		TOTAL HAWTHORNE		32,983.0	0.0	32,983.0	29,283.0	2,700.0	1,000.0	0.0	0.0
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7				
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0	0.0
Inglewood	MR312.12	Intelligent Transportation System (ITS) Phase IV		3,500.0	0.0	3,500.0	3,500.0				
Inglewood	MR312.50	ITS: Phase V - Communication Gap Closure on Various Locations, ITS Upgrade and Arterial Detection		0.0	0.0	0.0					
Inglewood	MR312.70	Prairie Ave Signal Synchronization Project (Complete)		205.0	0.0	205.0	205.0				
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Complete)		80.0	0.0	80.0	80.0				
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Complete)		130.0	0.0	130.0	130.0				
Inglewood	MR312.73	Florence Ave Synchronization Project (Complete)		255.0	0.0	255.0	255.0				
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		17,481.3	0.0	17,481.3	5,875.0	7,606.3	4,000.0		
LA City	MR312.51	Improve Anaheim St. from Farragut Ave. to Dominguez Channel (Call Match) F7207		1,313.0	(0.0)	1,313.0	1,313.0				
LA City	MR312.56	Del Amo Blvd Improvements from Western Ave to Vermont Ave Project Oversight		100.0	0.0	100.0	100.0				
LA City	MR312.74	Alameda St. (East) Widening Project		3,580.0	0.0	3,580.0	3,580.0				
		TOTAL LA CITY		22,474.3	(0.0)	22,474.3	10,868.0	7,606.3	4,000.0	0.0	0.0
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Complete)		307.0	0.0	307.0	307.0				
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310	REP	1,021.0	0.0	1,021.0	401.0	620.0			
LA County	MR312.64	South Bay Arterial System Detection Project	REP	2,000.0	0.0	2,000.0			600.0	1,400.0	
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	708.0	620.0	600.0	1,400.0	0.0

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Complete)		43.0	0.0	43.0	43.0				
Lawndale	MR312.31	Manhattan Bch Blvd at Hawthorne Blvd Left Turn Signal Improvements		508.0	0.0	508.0	508.0				
Lawndale	MR312.36	ITS: City of Lawndale Citywide Improvements (Complete)		878.3	0.0	878.3	878.3				
Lawndale	MR312.49	Redondo Beach Blvd Mobility Improvements from Prairie to Artesia (Call Match) F9101		1,039.3	0.0	1,039.3	1,039.3				
		TOTAL LAWDALE		2,468.6	0.0	2,468.6	2,468.6	0.0	0.0	0.0	0.0
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut (Complete)		1,585.0	0.0	1,585.0	1,585.0				
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,585.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Complete)		346.5	0.0	346.5	346.5				
Manhattan Beach	MR312.28	Seismic retrofit of widened Bridge 53-62 from Sepulveda Blvd from 33rd Street to south of Rosecrans Ave		9,100.0	0.0	9,100.0	9,100.0				
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0				
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lanes)	CHG	2,046.0	0.0	2,046.0	1,346.1		699.9		
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements		900.0	0.0	900.0	900.0				
Manhattan Beach	MR312.87	Manhattan Bch Blvd at Peck Ave Signal Improvements		100.0	0.0	100.0	0.0	100.0			
		TOTAL MANHATTAN BEACH		13,992.5	0.0	13,992.5	13,192.6	100.0	699.9	0.0	0.0

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd		17,381.0	0.0	17,381.0	17,381.0				
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington	DEOB	17,400.0	(7,000.0)	10,400.0	10,400.0				
Metro	3000002033	South Bay Arterial Baseline Conditions Analysis (Complete)		250.0	0.0	250.0	250.0				
Metro	MR312.83	Inglewood Transit Center at Florence/La Brea		1,500.0	0.0	1,500.0	1,500.0				
Metro	MR312.84	I-105 Integrated Corridor Management		19,850.0	0.0	19,850.0	2,600.0	2,400.0	14,850.0		
Metro	MR312.85	South Bay I-405 Aux Lane Improv. State/Federal Grant Match	CHG	14,000.0	8,000.0	22,000.0	1,800.0	3,000.0	9,200.0	8,000.0	
		TOTAL METRO		70,381.0	1,000.0	71,381.0	33,931.0	5,400.0	24,050.0	8,000.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR	DEOB	90.0	(90.0)	0.0					
		TOTAL RANCHO PALOS VERDES		90.0	(90.0)	0.0	0.0	0.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	CHG	46,350.0	2,980.0	49,330.0	10,830.0	10,000.0	25,520.0	2,980.0	
		PORT OF LOS ANGELES		46,350.0	2,980.0	49,330.0	10,830.0	10,000.0	25,520.0	2,980.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd	CHG	1,400.0	1,000.0	2,400.0	1,400.0		1,000.0		
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Complete)		936.0	0.0	936.0	936.0				
Redondo Beach	MR312.08	Pacific Coast Highway at Palos Verdes Blvd intersection improvements (WB right turn lane) (Complete)		389.0	0.0	389.0	389.0				

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Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Complete) (Eastbound right turn lane)		22.0	0.0	22.0	22.0				
Redondo Beach	MR312.14	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Eastbound right turn lane) (Complete)		30.0	0.0	30.0	30.0				
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)	CHG	1,907.0	550.0	2,457.0	1,907.0		550.0		
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)		2,400.0	0.0	2,400.0	2,400.0				
Redondo Beach	MR312.42	Inglewood Ave at Manhattan Beach Blvd intersection improvements (Southbound right turn lane)		5,175.0	0.0	5,175.0	5,175.0				
Redondo Beach	MR312.75	Kingsdale Ave at Artesia Blvd Intersection Improvements	CHG	992.0	1,000.0	1,992.0	992.0		1,000.0		
		TOTAL REDONDO BEACH		13,251.0	2,550.0	15,801.0	13,251.0	0.0	1,550.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		20,597.0	0.0	20,597.0	20,597.0				
Torrance	MR312.18	Maple Ave at Sepulveda Blvd Intersection Improvements (Complete) (Southbound right turn lane)		319.9	0.0	319.9	319.9				
Torrance	MR312.23	Torrance Transit Park and Ride Regional Terminal Project 465 Crenshaw Blvd		25,700.0	0.0	25,700.0	25,700.0				
Torrance	MR312.26	I-405 at 182nd St. / Crenshaw Blvd Operational Improvements		15,300.0	0.0	15,300.0	15,300.0				
Torrance	MR312.40	Pacific Coast Highway at Vista Montana/Anza Ave Intersection Improvements		2,900.0	0.0	2,900.0	2,900.0				
Torrance	MR312.58	Pacific Coast Highway from Calle Mayor to Janet Lane Safety Improvements		852.0	0.0	852.0	852.0				
Torrance	MR312.59	Pacific Coast Highway at Madison Ave Signal upgrades to provide left-turn phasing (Complete)		500.0	0.0	500.0	500.0				
Torrance	MR312.60	Crenshaw from Del Amo to Dominguez + 3 SB turn lanes at Del Amo Blvd, 208th St., Transit Center Entrance, Signal Improvements at 2 new signal at Transit Center		3,300.0	0.0	3,300.0	3,300.0				
Torrance	MR312.63	PCH at Crenshaw Blvd Intersection Imp		500.0	0.0	500.0	500.0				
Torrance	MR312.76	Plaza Del Amo at Western Ave (SR-213) Improvements		2,784.0	0.0	2,784.0	2,784.0				
		TOTAL TORRANCE		72,752.9	0.0	72,752.9	72,752.9	0.0	0.0	0.0	0.0
		TOTAL SOUTH BAY PROGRAMMING		437,940.2	8,473.0	446,413.3	319,257.7	45,046.3	68,729.3	12,380.0	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Complete)		500.0	0.0	500.0	500.0				
Caltrans	MR315.47	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	3,650.0				
Caltrans	MR315.48	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605 Intersection Improvements		60.0	0.0	60.0	60.0				
		TOTAL CALTRANS		8,050.1	0.0	8,050.1	8,050.1	0.0	0.0	0.0	0.0
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		725.0	0.0	725.0	625.0	100.0			
		TOTAL ARTESIA		725.0	0.0	725.0	625.0	100.0	0.0	0.0	0.0
Bellflower	MR315.16	Bellflower Blvd- Artesia Blvd Intersection Improvement Project		8,442.8	0.0	8,442.8	8,442.8				
Bellflower	MR315.33	Lakewood - Alondra Intersection Improvements: Construction	CHG	1,002.0	500.0	1,502.0	1,002.0		500.0		
		TOTAL BELLFLOWER		9,444.8	500.0	9,944.8	9,444.8	0.0	500.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		634.2	0.0	634.2	414.2	220.0			
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2				
		TOTAL CERRITOS		2,178.4	0.0	2,178.4	1,958.4	220.0	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Complete)		2,120.0	0.0	2,120.0	2,120.0				
Downey	MR315.14	Lakewood - Imperial Intersection Improvements		4,060.0	0.0	4,060.0	4,060.0				
Downey	MR315.18	Bellflower - Imperial Highway Intersection Improvements (Complete)		2,740.4	0.0	2,740.4	2,740.4				
Downey	MR315.27	Lakewood - Florence Intersection Improvements		4,925.0	0.0	4,925.0	4,925.0				
Downey	MR315.66	Lakewood Blvd at Firestone Blvd Intersection Improv.		3,993.0	0.0	3,993.0	1,300.0	2,693.0			
		TOTAL DOWNEY		17,838.4	0.0	17,838.4	15,145.4	2,693.0	0.0	0.0	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Gateway Cities: Interstate 710 South Early Action Projects (expenditure line 37)				300,378.2	6,000.0	306,378.2	264,522.5	0.0	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		2,000.0	0.0	2,000.0	1,550.0	450.0			
TOTAL GCCOG				2,000.0	0.0	2,000.0	1,550.0	450.0	0.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Complete)		2,161.9	0.0	2,161.9	2,161.9				
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	DEOB	2,660.0	(2,660.0)	0.0					
Metro	MR306.02	I-710 Soundwall Package 2 Construction		4,948.0	0.0	4,948.0	4,948.0				
Metro	PS2198100	I-710 Soundwall Package 2 (PSE&ROW)		4,079.6	0.0	4,079.6	4,079.6				
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development (Complete)		600.0	0.0	600.0	600.0				
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9				
Metro	PS4340-1939	I-710 Corridor Project Task Force/ Mobility Investment Plan Development		6,282.0	0.0	6,282.0	0.0	6,282.0			
Metro	TBD	LBC to East LA Mobility Corridor Investment Plan/Outrech CBO Efforts		850.0	0.0	850.0	0.0	425.0	425.0		
Metro	PS-4710-2744	I-710 Soundwall Feasibility & Project Development		3,509.0	0.0	3,509.0	3,509.0				
Metro	PS4720-3330	I-710 Soundwall PSE & ROW Package 3		7,929.6	0.0	7,929.6	7,929.6				
Metro	MR306.04	I-710 Soundwall Package 3 Construction		43,062.0	0.0	43,062.0	43,062.0				
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds (Complete)		200.0	0.0	200.0	200.0				
Metro	MOU.Calstart2010	Professional Services contract for development of zero emission technology report		150.0	0.0	150.0	150.0				
Metro	MR306.38	Sustainable Transportation Planning Grant (Grant Match Complete)		64.8	0.0	64.8	64.8				
Metro	MR306.41	FRATIS Modernization (Grant Match)		3,000.0	0.0	3,000.0	3,000.0				
Metro	MR306.59	Imperial Hwy Capacity Enhancements Project		3,965.0	0.0	3,965.0	2,365.0	1,600.0			
Metro	various	Professional Services contracts for I-710 Utility Studies (North, Central, South)		25,046.0	0.0	25,046.0	25,046.0				
Metro	MR306.05	I-710 Integrated Corridor Management (ICM) Project	CHG	6,100.0	2,660.0	8,760.0	4,000.0	2,100.0	2,660.0		

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements		2,553.2	0.0	2,553.2	329.5	223.7	2,000.0		
Metro/Signal Hill	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project	CHG	1,312.1	6,000.0	7,312.1	700.1	612.0	2,000.0	4,000.0	
		TOTAL METRO		158,969.1	6,000.1	164,969.2	142,641.5	11,242.7	7,085.0	4,000.0	0.0
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0				
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0
Metro	13.01/USACE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0				
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0				
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0				
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0				
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0	0.0
Caltrans	MR306.27	Third Party Support for I-710 Corridor Project EIR/EIS Enhanced IQA		3,500.0	0.0	3,500.0	3,500.0				
Caltrans	MR306.29	I-710 Early Action Project - Soundwall PA/ED Phase - Noise Study Only		100.0	0.0	100.0	100.0				
Caltrans	MR306.21	I-710 Integrated Corridor Management (ICM) CT IQA		150.0	0.0	150.0	150.0				
		TOTAL CALTRANS		3,750.0	0.0	3,750.0	3,750.0	0.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0	700.0				
LA County	MR306.16	Staff Support for the Review of the Draft I-710 South EIR/EIS		157.0	0.0	157.0	157.0				
		TOTAL LA COUNTY		857.0	0.0	857.0	857.0	0.0	0.0	0.0	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
South Gate	MR306.14	Staff Support for the Review of the Draft I-710 South EIR/EIS		184.5	0.0	184.5	184.5				
South Gate	MR306.17	Atlantic Ave/Firestone Blvd Intersection Improvements (Complete)		12,400.0	0.0	12,400.0	12,400.0				
South Gate	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway	CHG	1,450.0	0.0	1,450.0	1,450.0				
South Gate	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project		6,000.0	0.0	6,000.0	6,000.0				
South Gate	MR306.43	I-710 Soundwall Project - Package 1 Construction Phase		8,900.0	0.0	8,900.0	8,900.0				
South Gate	MR306.57	Imperial Highway Improvements Project		966.2	0.0	966.2	966.2				
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		850.0	0.0	850.0	850.0				
South Gate	MR306.63	Garfield Ave Median Improvements (Complete)		340.0	0.0	340.0	340.0				
		TOTAL SOUTH GATE		31,090.7	0.0	31,090.7	31,090.7	0.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2				
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0				
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0	0.0
TOTAL I-710 SOUTH PROGRAMMING				300,378.2	6,000.0	306,378.2	264,522.5	21,514.7	16,341.0	4,000.0	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
North County: SR-138 Safety Enhancements (expenditure line 38)				200,000.0		200,000.0	141,418.5	12,874.9	34,168.1	11,538.5	0.0
Metro	MR330.01	SR-138 (AvenueD) PA/ED (I-5 to SR-14)		19,400.0	0.0	19,400.0	19,400.0				
Metro	MR330.13	SR-14 Traffic Safety Improvements Project		5,600.0	0.0	5,600.0	0.0	5,600.0			
TOTAL METRO				25,000.0	0.00	25,000.0	19,400.0	5,600.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	CHG	8,924.2	0.0	8,924.2	6,320.4			2,603.8	
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange		1,875.1	(0.0)	1,875.1	1,875.1				
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		39,067.4	0.0	39,067.4	19,000.0	2,274.9	17,792.4		
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange		1,510.0	0.0	1,510.0	1,510.0				
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange	CHG	13,623.4	0.0	13,623.4	4,688.7			8,934.7	
TOTAL LANCASTER				65,000.0	0.0	65,000.0	33,394.2	2,274.9	17,792.4	11,538.5	0.0
Palmdale	MR330.07	SR-138 Palmdale Blvd. (SR-138) 5th to 10th St. East		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.08	SR-138 Palmdale Blvd. SB 14 Ramps	CHG	25,000.0	10,429.1	35,429.1	14,053.4	5,000.0	16,375.7		
Palmdale	MR330.09	SR-138 10th St. West Interchange		15,000.0	0.0	15,000.0	15,000.0				
Palmdale	MR330.10	SR-138 (SR-14) Widening Rancho Vista Blvd. to Palmdale Blvd		25,000.0	0.0	25,000.0	25,000.0				
Palmdale	MR330.11	SR-138 Avenue N Overcrossing	DEOB	20,000.0	(10,429.1)	9,570.9	9,570.9				
TOTAL PALMDALE				110,000.0	(0.0)	110,000.0	88,624.3	5,000.0	16,375.7	0.0	0.0
TOTAL SR-138 PROGRAMMING				200,000.0		200,000.0	141,418.5	12,874.9	34,168.1	11,538.5	0.0

MEASURE R MULTIMODAL HIGHWAY OPERATIONAL IMPROVEMENT PROJECTS

ATTACHMENT A

Agency	Project ID No.	PROJECT/LOCATION	Note	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY2022-23	FY2023-24	FY2024-25	FY2025-26
North County: I-5/SR-14 Safety Enhancements (expenditure line 26)				85,094.9		85,094.9	60,611.2	14,000.0	500.0	9,984.2	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	CHG	9,297.5	0.0	9,297.5				4,649.0	4,648.5
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange		8,769.2	0.0	8,769.2	6,569.2	2,200.0			
Lancaster	MR330.06	SR-138 (SR-14) Avenue M Interchange		3,677.0	0.0	3,677.0	2,877.0	800.0			
TOTAL LANCASTER				21,743.7	0.0	21,743.7	9,446.2	3,000.0	0.0	4,649.0	4,648.5
LA County	MR501.01	The Old Road - Magic Mountain Prkwy to Turnberry Ln		25,000.0	0.0	25,000.0	14,000.0	11,000.0			
TOTAL LA COUNTY				25,000.0	0.0	25,000.0	14,000.0	11,000.0	0.0	4,649.0	4,648.5
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps		1,186.2	0.0	1,186.2	0.0		500.0	686.2	
Palmdale	MR330.09	SR-138 10th St. West Interchange		12,600.0	0.0	12,600.0	12,600.0				
TOTAL PALMDALE				13,786.2	0.0	13,786.2	12,600.0	0.0	500.0	686.2	0.0
Santa Clarita	MR501.02	Sierra Highway Traffi Signal Improvements		565.0	0.0	565.0	565.0				
Santa Clarita	MR501.03	Vista Canyon Road Bridge at Los Canyon Road		20,000.0	0.0	20,000.0	20,000.0				
Santa Clarita	MR501.04	Vista Canyon Metrolink Station		4,000.0	0.0	4,000.0	4,000.0				
TOTAL SANTA CLARITA				24,565.0	0.0	24,565.0	24,565.0	0.0	0.0	0.0	0.0
TOTAL I-5/SR-14 PROGRAMMING				85,094.9		85,094.9	60,611.2	14,000.0	500.0	9,984.2	0.0



Board Report

File #: 2023-0284, **File Type:** Program

Agenda Number: 9.

**PLANNING AND PROGRAMMING COMMITTEE
June 14, 2023**

**SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT
ADMINISTRATION SECTION 5310 GRANT PROGRAM**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Section 5310 awards totaling \$13,891,798 as shown in Attachments A, B and C, available to Metro through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the subrecipient agencies receiving awards;
- C. DELEGATING to the CEO or their designee the authority to administratively approve minor changes to the scope of previously approved Section 5310 funding awards;
- D. CERTIFYING that the Section 5310 funds are fairly and equitably allocated to eligible subrecipients and, where feasible, projects are coordinated with transportation services assisted by other federal departments and agencies; and
- E. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private, and nonprofit transportation and human service providers, and other members of the public.

ISSUE

The FTA Section 5310 Program provides operating and capital assistance for public transportation projects that improve mobility for seniors (65+) and individuals with disabilities (any age) by removing barriers to transportation services and expanding the transportation mobility options available.

Following Board authorization (File #2022-0659), staff conducted a competitive solicitation for project proposals for the fiscal year (FY) 2021-2023 allocation of Section 5310 funds. Staff requests Board approval to fund the proposed projects as shown in Attachments A, B and C.

BACKGROUND

On April 23, 2014, the Governor of the State of California designated Metro as the Designated Recipient of Section 5310 funds apportioned to large-urbanized areas within Los Angeles County. On November 13, 2014, the Metro Board authorized the triennial process to allocate available Section 5310 funding to state, city, and/or nonprofit agencies as subrecipients for Metro in its role as the Designated Recipient. Metro is responsible for fund planning, programming, distribution, management, and subrecipient oversight.

DISCUSSION

Program Description

The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed-route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.

Funding Availability

On December 5, 2022, Metro announced the availability of \$13,845,982 in Section 5310 funds through a competitive solicitation process, which included the actual federal fiscal year (FFY) 2021 and 2022 funding apportionment amounts, and the projected FFY 2023 apportionment amount. The actual FFY 2023 funding level was finalized on May 10, 2023, and was slightly higher than the projected amount, increasing the total available funding to \$13,891,798. Metro allocated this additional funding to the next highest ranked projects in each Urbanized Area (UZA).

Overall funding levels for each UZA are: \$13,130,233 for Los Angeles-Long Beach-Anaheim, \$444,591 for Lancaster-Palmdale, and \$316,974 for Santa Clarita.

Application Process

As part of the December 5, 2022, notice of funding availability, Metro solicited project proposals in accordance with FTA Section 5310 guidelines and with input from a working group consisting of internal and external stakeholders throughout Los Angeles County, including the Bus Operations Subcommittee (BOS), the Local Transit Systems Subcommittee (LTSS), the Accessibility Advisory Committee (AAC), and the Aging and Disability Transportation Network (ADTN).

The solicitation was advertised via The Source and was distributed to over 7,000 interested parties and potential applicants via mass email. The information was also posted on the Metro website.

Metro hosted an informational webinar on December 15, 2022, which was attended by more than 100 participants to review program requirements, the application package, project evaluation and the selection process. Private nonprofit organizations, state or local governmental authorities, and operators of public transportation were eligible to apply.

Evaluation of Proposals

Metro received 36 responsive applications requesting over \$17 million in federal grant funds by the February 27, 2023 deadline. Applications were evaluated and scored by a panel using the board-approved evaluation criteria identified in Attachment D. The panel was comprised of internal staff, and volunteers representing public transit agencies, BOS, and Access Services. The final project rankings are shown in Attachments A, B, and C.

Final rankings were based on the average scores of the panel members assigned to evaluate the application. Funding was allocated to the applications ranked highest to lowest, until funds were depleted. A minimum score of 70 was required to be recommended for an award.

Preliminary Funding Recommendations

Metro issued preliminary funding recommendations on April 6, 2023, for 95% of the projected available funding. These recommendations included: \$12,432,985 for 25 projects and one partial project for the Los Angeles-Long Beach-Anaheim UZA; \$418,683 for one project and one partial for the Lancaster-Palmdale UZA; and \$302,016 for one project for the Santa Clarita UZA. The remaining 5% of available funds (\$692,300) were set aside for Metro's Technical Advisory Committee (TAC) appeals process.

Metro TAC Appeals

On May 3, 2023, TAC heard applicant appeals from one applicant for the Lancaster-Palmdale UZA set-aside funding and four for the Los Angeles-Long Beach-Anaheim UZA set-aside funding. These appellants met the minimum score required to be recommended for an award but fell under the funding line due to the depletion of funds. Five percent of the available funding per UZA was set aside for this appeals process.

After hearing the one presentation for the Lancaster-Palmdale UZA funding, TAC approved a motion recommending that the Antelope Valley Transit Authority be fully funded with additional funding (\$9,183). After hearing the four presentations for the Los Angeles-Long Beach-Anaheim UZA funding, TAC approved a motion to fully fund the City of Monrovia with additional funding (\$140,069), partially fund the Institute for the Redesign of Learning (\$180,000), fully fund Westside Pacific Villages (\$132,750), and partially fund New Horizons with the remaining available funding (\$201,500) plus any additional funding made available after the FFY 2023 funding levels are finalized. Metro staff incorporated TAC's recommendation into the final awards.

Administrative Scope Changes

Grant subrecipients may request to re-scope their project(s) from what is approved by the Board. The

proposed recommendation will delegate to the CEO or their designee the authority to administratively approve minor changes to the scope of work. Minor changes include those which meet all the following criteria: 1) The scope change is consistent with the defined project limits as approved by the Board; 2) the scope of work, as modified, continues to meet the original intent of the approved project scope; 3) to the extent that the scope change results in a reduced total project cost, the new total project cost shall be within 20% of the original total project cost; and 4) the parties shall maintain the original grant to grantee funding commitment ratio (for example, if the grantee originally committed 20% of the total project cost, with the remaining 80% comprised of Section 5310 funds, those percentages shall apply to the new total project cost).

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no budget impact in FY 2022-23. Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

FTA Section 5310 funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. These funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

Consistent with the goals of the Section 5310 Grant Program, Metro evaluated, and prioritized project proposals based on the Coordinated Plan consistency and prioritization of projects, ability to enhance mobility for the target population, demonstrated funding need, as well as project feasibility and readiness. The Metro TAC similarly considered this in their evaluation of project appeals. Additionally, in an effort to gather data that might aid future disparity analysis, applicants identified service areas at the zip code level. The next Coordinated Plan update is scheduled to begin in FY 2024 and will be an opportunity for Metro and stakeholders to analyze any geographic and other disparities within the target population and to prioritize funding as necessary to further promote equitable services.

Metro does not offer dedicated transportation for seniors and persons with disabilities but relies on proposals from senior and/or disabled transportation providers to fulfill a portion of the demand for those services with funding through the Section 5310 Program. The recommended awards would fund 31 projects that would deploy senior and disabled transportation services countywide, covering the large-urbanized areas of Los Angeles-Long Beach-Anaheim, Lancaster-Palmdale, and Santa Clarita. Some projects serve areas within city boundaries (e.g. Pasadena, Whittier); others are countywide (e.g. County New Freedom Service); and others, primarily nonprofit organizations, have broad catchment areas that often overlap (e.g. Valley Village in the San Fernando Valley and PIH

Health in the 25-mi area around Downey). The range of service areas captures all Equity Focus Communities (EFC) within the county, sometimes more than once. Approximately 38,000 seniors and/or persons with disabilities will be afforded mobility as a result of the projects, with approximately 488,000 one-way trips provided annually.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports the following goals of the Strategic Plan:

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

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend this alternative because without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds. Metro could also risk losing program funding if no action is taken to use the funds for achieving program goals.

NEXT STEPS

With Board approval, staff will submit a Section 5310 grant application to the FTA on behalf of all Board-approved projects for Los Angeles County. Once the grant is awarded, staff will execute pass-through funding agreements with the successful applicants as subrecipients. As the Designated Recipient for these funds, Metro staff will monitor project implementation, and work to ensure that subrecipients comply with all federal rules, regulations, and requirements. Staff will meet with any applicants that request a debriefing to explain the evaluation and scoring of their project proposal(s) and help them better prepare and improve for future funding opportunities.

ATTACHMENTS

Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Area

Attachment B - Lancaster-Palmdale Urbanized Area

Attachment C - Santa Clarita Urbanized Area

Attachment D - Evaluation Criteria

Prepared by: Ruben Cervantes, Senior Manager, Transportation Planning,
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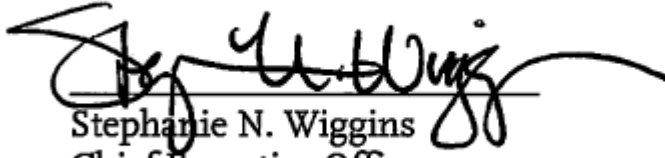
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Stephanie N. Wiggins
Chief Executive Officer

LOS ANGELES-LONG BEACH-ANAHEIM
 URBANIZED AREA

RANK	AGENCY	PROJECTS RECOMMENDED FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	AWARD (\$)	UNFUNDED AMT (\$)
1	Valley Village	Valley Village Vehicle Replacement and Expansion: Traditional Capital Assistance to Purchase Two (2) Class D Minivans for Replacement and One (1) Class V Van for Expansion.	97.67	\$220,000	\$22,000	\$198,000	\$0
2	AltaMed Health Services	AltaMed Vehicle Replacement and Expansion: Traditional Capital Assistance to Purchase Eight (8) Class C Buses for Replacement, and Three (3) Class B Buses and One (1) Class C Bus for Expansion.	96.00	\$1,320,000	\$132,000	\$1,188,000	\$0
3	County of Los Angeles Aging and Disabilities (AD) Department ¹	New Freedom Transportation Operations: Operating Assistance to Continue its Volunteer Driver Mileage Reimbursement (VDMR) and Taxicab Services Program (TSP), and Reopen its Door Assistance Transportation Program.	95.72	\$621,668	\$155,367	\$466,301	\$0
4	County of Los Angeles Aging and Disabilities (AD) Department	New Freedom Transportation Mobility Management: Traditional Capital Assistance to Support the Continuation and Expansion of its Current Mobility Management Program for Three (3) Years.	95.39	\$444,050	\$44,050	\$400,000	\$0
5	PIH Health Foundation	PIH Health Transportation Program: Traditional Capital Assistance for the Acquisition of NEW Transportation Services Under a Contract to Enhance and Expand its Transportation Program at its Whittier and Downey Hospitals, and Mobility Management for Three (3) Years.	94.78	\$589,790	\$58,979	\$530,811	\$0
6	City of Glendora	Glendora Dial-A-Ride Vehicle Replacement: Traditional Capital Assistance to Purchase Two (2) Class D Minivans for Replacement.	94.33	\$155,555	\$15,555	\$140,000	\$0
7	City of Pasadena	Pasadena Dial-A-Ride Zero Emission Vehicles: Traditional Capital Assistance to Purchase Seven (7) Class Z-2 Electric Cutaways for Replacement.	93.67	\$1,105,264	\$55,264	\$1,050,000	\$0
8	The Adult Skills Center	TASC Vehicle Expansion: Traditional Capital Assistance to Purchase Eight (8) Class V Vans for Expansion.	93.50	\$640,000	\$64,000	\$576,000	\$0
9	City of Glendale	Glendale Dial-A-Ride Vehicle Replacement: Traditional Capital Assistance to Purchase Six (6) Class D Minivans for Replacement.	92.67	\$420,000	\$42,000	\$378,000	\$0
10	The Adult Skills Center	TASC Vehicle Operations: Operating Assistance to Operate its Eight (8) Class V Expansion Vans for Three (3) Years.	91.50	\$184,518	\$46,130	\$138,388	\$0
11	Los Angeles Jewish Health	LAJH Vehicle Replacement and Expansion: Traditional Capital Assistance to Purchase Two (2) Class B Buses for Replacement and Two (2) Class B Buses for Expansion.	91.50	\$440,000	\$44,000	\$396,000	\$0
12	City of South El Monte	South El Monte Dial-A-Ride Electric Van Acquisition: Traditional Capital Assistance to Purchase Two (2) Class Z-1 Electric Vans for Replacement.	91.00	\$240,000	\$24,000	\$216,000	\$0
13	Disabled Resources Center, Inc.	DRC Information and Mobility Training: Operating Assistance to Continue its Information and Mobility Training Program for Three (3) Years.	88.00	\$433,440	\$108,360	\$325,080	\$0

LOS ANGELES-LONG BEACH-ANAHEIM
 URBANIZED AREA

RANK	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	AWARD (\$)	UNFUNDED AMT (\$)
14	Rancho Research Institute	RRI Vehicle Replacement: Traditional Capital Assistance to Purchase Four (4) Class A Buses for Replacement.	87.50	\$562,720	\$162,720	\$400,000	\$0
15	Therapeutic Living Centers for the Blind	TLC Vehicle Replacement and Expansion: Traditional Capital Assistance to Purchase Three (3) Class A Buses for Replacement and Two (2) Class A Buses for Expansion.	87.50	\$500,000	\$50,000	\$450,000	\$0
16	Los Angeles Jewish Health	LAJH Transportation Operations: Operating Assistance for Two (2) New Drivers, One (1) Dispatcher, Gas, and Maintenance for up to Three (3) Years.	86.50	\$488,613	\$122,154	\$366,459	\$0
17	Pomona Valley Transportation Authority	PVTA Mobility Manager Project: Traditional Capital Assistance to Support the Continuation and Expansion of its Current Mobility Management Program for Three (3) Years.	84.67	\$603,125	\$60,313	\$542,812	\$0
18	Los Angeles County Public Works	LA County Public Works Vehicle Replacement: Traditional Capital Assistance to Purchase Eleven (11) Class Z-1 Electric Vans for Replacement.	84.50	\$1,320,000	\$132,000	\$1,188,000	\$0
19	Villa Esperanza Services	Villa Esperanza Vehicle Replacement: Traditional Capital Assistance to Purchase Two (2) Class D Minivans for Replacement.	84.00	\$140,000	\$14,000	\$126,000	\$0
20	City of San Fernando	San Fernando ADA Improvement Project: Other Capital Assistance for ADA Improvements at Transit Stops to Eliminate Barriers to the Fixed Route System.	83.83	\$833,333	\$83,333	\$750,000	\$0
21	Pomona Valley Transportation Authority	PVTA One Step Over the Line: Operating Assistance to Continue and Expand PVTA's Inter-County "One Step Over the Line" Service to Seniors and the Disabled for Two (2) Years.	83.50	\$432,693	\$108,173	\$324,520	\$0
22	City of Whittier	Whittier Vehicle Replacement: Traditional Capital Assistance to Purchase One (1) Class C Cutaway and Three (3) Class D Minivans for Replacement.	82.33	\$320,000	\$32,000	\$288,000	\$0
23	Institute for the Redesign of Learning	IRL Transportation Operations: Operating Assistance for Bus Aides, Repairs, Maintenance, and Fuel for Three (3) Years.	81.67	\$700,000	\$175,000	\$525,000	\$0
24	City of Glendale	Glendale On-Demand Pilot Program: Operating Assistance for its On-Demand Pilot Transportation Program for One (1) Year.	80.75	\$1,000,000	\$400,000	\$600,000	\$0
25	New Horizons	New Horizons Vehicle Expansion for Inclusion: Traditional Capital Assistance to Purchase Six (6) Class D Minivans for Expansion.	80.00	\$420,000	\$42,000	\$378,000	\$0
26	City of Monrovia	GoMonrovia Phase II Expansion: Operating Assistance for a Phase II Effort to Expand Monrovia Transit's ADA Services and Resources for Seniors and Individuals with Disabilities for One (1) Year.	79.17	\$1,200,000	\$600,000	\$600,000	\$0

LOS ANGELES-LONG BEACH-ANAHEIM
 URBANIZED AREA

RANK	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	AWARD (\$)	UNFUNDED AMT (\$)
27	New Horizons ²	New Horizons Driving for Inclusion: Operating Assistance to Operate Six (6) Class D Expansion Minivans for Fifteen (15) Months.	76.50	\$368,150	\$92,038	\$276,112	\$432,062
28	Institute for the Redesign of Learning ²	IRL Vehicle Replacement: Traditional Capital Assistance to Purchase Two (2) Class A Buses for Replacement.	76.17	\$200,000	\$20,000	\$180,000	\$270,000
29	Westside Pacific Villages	WPV Transportation Operations: Operating Assistance for its Transportation Program for Three (3) Years.	71.66	\$177,000	\$44,250	\$132,750	\$0
TOTALS				\$16,079,919	\$2,949,686	\$13,130,233	\$702,062

¹ Funded through all three urbanized areas (see attachments A, B, and C).

² Recommended for partial funding due to funds being depleted.

RANK	AGENCY	PROJECTS <u>NOT RECOMMENDED</u> FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	REQUEST (\$)	UNFUNDED AMT (\$)
30	Adventist Health White Memorial ³	AHWM Transportation Service Expansion: Traditional Capital Assistance to Purchase One (1) Class V Van for Expansion and Additional Staffing.	61.73	\$109,120	\$10,912	\$98,208	\$98,208
31	City of Glendora ³	Glendora Transportation Center ADA Upgrades: Other Capital Assistance for ADA and Safety Improvements to its Future Transportation Center.	60.00	\$295,663	\$95,663	\$200,000	\$200,000
32	City of Cudahy ³	Cudahy Dial-A-Ride Expansion Program: Operating Assistance to Expand the City's Dial-A-Ride Program Two (2) Years.	58.33	\$300,000	\$25,000	\$275,000	\$275,000
33	City of Manhattan Beach ³	Manhattan Beach ADA Ramp Improvement Project: Other Capital Assistance to Design and Construct up to Thirty (30) ADA Ramps at Pick-up/Drop-off Locations for its Dial-A-Ride Service.	53.00	\$1,200,000	\$120,000	\$1,080,000	\$1,080,000
34	City of San Fernando ³	San Fernando Vehicle Replacement and Expansion: Traditional Capital Assistance to Purchase Two (2) Class C Buses (or Equivalent) for Replacement and Two (2) Class D Minivans for Expansion.	40.33	\$424,000	\$64,000	\$360,000	\$360,000
TOTALS				\$2,328,783	\$315,575	\$2,013,208	\$2,013,208

³ Did not meet the minimum score required to be recommended for an award.

LANCASTER-PALMDALE URBANIZED AREA

RANK	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	AWARD (\$)	UNFUNDED AMT (\$)
1	County of Los Angeles Aging and Disabilities (AD) Department ¹	New Freedom Transportation Operations: Operating Assistance to Continue its Volunteer Driver Mileage Reimbursement (VDMR) and Taxicab Services Program (TSP), and Reopen its Door Assistance Transportation Program.	95.72	\$22,300	\$5,575	\$16,725	\$0
2	Antelope Valley Transit Authority	AVTA NEMT Operations: Operating Assistance to Continue its Non-Emergency Medical Transportation (NEMT) service for Two (2) Years.	75.83	\$311,732	\$155,866	\$155,866	\$0
3	Antelope Valley Transit Authority	AVTA NEMT Vehicle Expansion: Traditional Capital Assistance to Purchase One (1) Class G Cutaway (or Equivalent) and One (1) Class Z-2 Electric Cutaway for Expansion.	71.67	\$335,115	\$63,115	\$272,000	\$0
TOTALS				\$669,147	\$224,556	\$444,591	\$0

¹ Funded thorough all three urbanized areas (see attachments A, B, and C).

RANK	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR A FUNDING AWARD	SCORE	PROJECT TOTAL (\$)	LOCAL MATCH (\$)	AWARD (\$)	UNFUNDED AMT (\$)
1	County of Los Angeles Aging and Disabilities (AD) Department ¹	New Freedom Transportation Operations: Operating Assistance to Continue its Volunteer Driver Mileage Reimbursement (VDMR) and Taxicab Services Program (TSP), and Reopen its Door Assistance Transportation Program.	95.72	\$422,632	\$105,658	\$316,974	\$0
TOTALS				\$422,632	\$105,658	\$316,974	\$0

¹ Funded through all three urbanized areas (see attachments A, B, and C).

EVALUATION CRITERIA

The following summarizes general project narrative application requirements and the corresponding maximum points possible for each segment (100 points maximum)

A. Scope of Work, Need, Objectives, Coordination and Outreach (Up to 35 points)

- Existing services and target populations served; detail proposed scope of work including: need, objectives, changes, improvements, and how it is aligned with program goals; present project readiness/schedule; explain how program funds requested will apply to meet project requirements (30 points).
- Specific details demonstrating project development and/or implementation coordination with others (3 points).
- Marketing, promotion, public awareness plans (2 points).

B. Coordinated Plan Consistency and Prioritization (Up to 15 points)

- Priority ranking of the proposed project based on the overall prioritization ranking table in the 2021-2024 Coordinated Plan (10 points).
- Project goals alignment with goals and strategies identified in the 2021-2024 Coordinated Plan (5 points).

C. Project Implementation, Operating and Management Plans (Up to 15 points)

- Project management plan, project milestones and deliverables, and role and experience of key personnel (10 points).
- Contingency plan details: service, staffing, mechanical, and technical (5 points).

D. Performance Indicators and Project Effectiveness (Up to 15 points)

- Quantitative and applicable qualitative project performance measures over the life of project including methodology to develop estimates (10 points).
- Evaluation of project effectiveness and strategies to mitigate poor performance (2 points).
- Tools & procedures to collect, track, and report project performance (3 points).

E. Project Financial Plan / Project Readiness (Up to 10 points)

- Completion of project financial plan table with expenditure amounts by quarter.
- Description of how schedule is realistic to enable project completion.

F. Budget Justification (Up to 10 points)

- Assumptions used to prepare project budget.
- Attachment of three quotes for purchase of equipment, supplies, and/or services.
- Identification of all sources and amounts of revenue and/or grants to support project.
- Identification & eligibility of federal funds requested.
- Local Match Commitment Letter with amount and source of non-USDOT local match funds committed to project, or In-Kind Match Commitment Letter with detailed description and value of eligible in-kind item or service.



Board Report

File #: 2023-0330, File Type: Program

Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE JUNE 14, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - CENTRAL CITY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

This update includes changes to projects which have received Board approval. Funds are programmed through Fiscal Year (FY) 2026-27. The Board's approval is required to update the project list (Attachments A), which serves as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In June 2022, the Metro Board of Directors approved the Central City Subregion's first MSP Plan and programmed funds in the Measure M MSP - Active Transportation, First/Last Mile and Mobility Hubs Program (expenditure line 55).

Based on the amount provided in the Measure M Expenditure Plan, a total of \$24.02 million was forecasted for programming for FY 2017-18 to FY 2026-27. In prior action, the Board approved programming of \$18.62 million. Therefore, \$5.4 million is available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Subregion and implementing agencies on project budget and schedule changes for this update. The changes in this update include the reprogramming of five previously approved projects and the funding adjustments for four previously approved projects.

Active Transportation First/Last Mile and Mobility Hubs Program (Expenditure Line 55)

LA City

- Reprogram previously approved \$2,790,491 as follows: \$1,125,885 in FY 24, \$1,342,278 in FY 25, and \$322,328 in FY 26 for MM4201.01 - Integrated Mobility Hub Program (at or near the following Metro Rail stations: Pershing Square; Pico Station; Grand/ LA Trade Tech; 7th and Metro; Civic Center/ Grand Park; Vermont and Sunset; Vermont and Santa Monica; Hollywood and Vine; Hollywood and Highland; Hollywood and Western). The funds will be used to complete the Project's Plans, Specifications, and Estimates (PS&E), equipment/vehicle, and construction phases.
- Program additional \$80,000 and reprogram previously approved \$400,000 as follows: \$80,000 in FY 23 and \$400,000 in FY 24 for MM4201.02 - New Pedestrian Crossing at Spring Street and Ann Street Project. The funds will be used to complete the Project's PS&E and construction phases.
- Reprogram previously approved \$447,650 to FY 25 for MM4201.03 - Active Streets LA - South Los Angeles Project. The funds will be used to complete the Project's PS&E and construction phases.
- Program additional \$320,000 in FY 26 for MM4201.04 - Manchester Elementary Safe Route to School (SRTS) Project. Total MSP funds of \$1,623,500 will be used to complete the Project's PS&E and construction phases.
- Reprogram previously approved \$4,400,000 as follows: \$440,000 in FY 25, \$440,000 in FY 26, and \$3,520,000 in FY 27 for MM4201.05 - Lockwood Ave Elementary SRTS Project. The funds will be used to complete the Project's PS&E and construction phases.
- Reprogram previously approved \$3,830,000 to FY 23 for MM4201.06 - Rail-to-River Project. The funds will be used as the City's contribution towards Metro's Rail to Rail Active Transportation Corridor Project.

- Reprogram previously approved \$2,098,103 as follows: \$209,810 in FY 25, \$209,810 in FY 26, and \$1,678,483 in FY 27 for MM4201.07 - Los Angeles Elementary SRTS Project. The funds will be used to complete the Project's PS&E and construction phases.
- Program additional \$80,000 in FY 24 for MM4201.08 - New Pedestrian Crossing at Crenshaw Boulevard and Brynhurst Avenue. Total MSP funds of \$580,000 will be used to complete the Project's construction phase.
- Program additional \$266,646 in FY24 for MM4201.09 - Esperanza Elementary SRTS. Total MSP funds of \$1,072,461 will be used to complete the Project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Central City Subregion projects will not have any adverse safety impacts on Metro's employees or customers.

FINANCIAL IMPACT

In FY 23, \$9.59 million is budgeted in Cost Center 0441 (Subsidies to Others) 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 source of funds for these projects are Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Central City Subregion consists of only two jurisdictions, City of Los Angeles and unincorporated communities in Los Angeles County. Equity Focus Communities (EFCs) are concentrated in both jurisdictions in this subregion, at 55.62%. All projects included in this report are almost entirely within EFCs. The jurisdictional requests are proposed 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. Jurisdictions lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each jurisdiction, independently and in coordination with the subregion, undertakes its 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 jurisdictions.

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 development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming or reprogramming of funds for the Measure M MSP projects for the Central City Subregion. This is not recommended as the proposed projects were developed by the subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

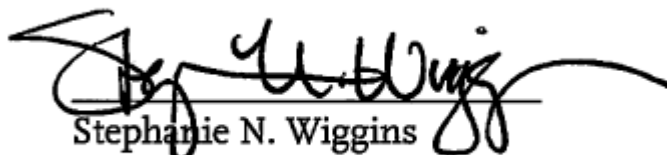
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 23. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENT

Attachment A - Active Transportation, First/Last Mile and Mobility Hubs Program Project List

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Chief Executive Officer

**Central City Area Subregion
Measure M Multi-Year Subregional Plan - Active Transportation, First/Last Mile and Mobility Hubs (Expenditure Line 55)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2022-23	FY2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	LA City	MM4201.01	Integrated Mobility Hub Program	PS&E Equipment/Vehicle Construction	chg	\$ 2,790,491		\$ 2,790,491		\$1,125,885	\$1,342,278	\$322,328	
2	LA City	MM4201.02	New Pedestrian Crossing at Spring and Ann	PS&E Construction	chg	400,000	80,000	480,000	80,000	400,000			
3	LA City	MM4201.03	Active Streets LA - South Los Angeles	PS&E Construction	chg	447,650		447,650			447,650		
4	LA City	MM4201.04	Manchester Elementary SRTS	PS&E Construction	chg	1,303,500	320,000	1,623,500	130,350	130,350	1,042,800	320,000	
5	LA City	MM4201.05	Lockwood Ave Elementary SRTS	PS&E Construction	chg	4,400,000		4,400,000			440,000	440,000	3,520,000
6	LA City	MM4201.06	Rail-to-River Project	Construction	chg	3,830,000		3,830,000	3,830,000				
7	LA City	MM4201.07	Los Angeles Elementary SRTS	PS&E Construction	chg	2,098,103		2,098,103			209,810	209,810	1,678,483
8	LA City	MM4201.08	New Pedestrian Crossing at Crenshaw and Brynhurst	Construction	chg	500,000	80,000	580,000	500,000	80,000			
9	LA City	MM4201.09	Esperanza Elementary SRTS	PS&E Construction	chg	805,815	266,646	1,072,461	161,163	911,298			
10	LA City	MM4201.10	Valencia Triangle Plaza	PS&E Construction		733,397		733,397	733,397				
11	LA County	MM4201.11	East LA Civic Center Station First-Last Mile Improvements Phase 2	PS&E Construction		1,314,836		1,314,836	118,742	462,000	734,094		
Total Programming Amount						\$18,623,792	\$ 746,646	\$19,370,438	\$ 5,553,652	\$ 3,109,533	\$ 4,216,632	\$ 1,292,138	\$ 5,198,483



Board Report

File #: 2023-0294, File Type: Program

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 14, 2023

**SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO EMISSION TRUCK (ZET)
PROGRAM STATUS UPDATE**

ACTIONS: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

At the March 16, 2022, Metro Board meeting, staff presented a status update on the LB-ELA Corridor (formerly the I-710 South Corridor) ZET Program, including the formation of the ZET working group, its membership, and information shared and input received since the commencement of the working group to inform the scope of the ZET Program.

The working group meets regularly to provide guidance on the ZET Program to support an accelerated transition of heavy-duty trucks operating in the LB-ELA Corridor from diesel to ZE technology.

Through its discussions and coordination with the LB-ELA Corridor Plan Task Force, the Community Leadership Council (CLC) and Equity Working Group (EWG), the ZET working group developed the LB-ELA Corridor ZET Program Principles to provide the operating framework for staff to identify existing and develop new projects and programs consistent with the Board-approved Task Force Vision, Goals, and Guiding Principles adopted in September 2022 (File #2022-0330).

Staff has identified an opportunity to leverage a portion of the \$50 million (up to \$3 million) in seed funding for a \$15 million ZET charging facility identified by the Los Angeles Cleantech Incubator

(LACI), funded initially with a \$1.5 million Community Project Funding award secured Representative Nanette Diaz Barragán (CA-44), and owned by the Harbor Department of the City of Los Angeles (Port of LA).

This project demonstrates alignment with the ZET Program Principles, and staff believes Metro's funding commitment will support the advancement of Board direction by catalyzing other regional agencies, including the Port of LA, and private partners to fully fund the project and leverage Metro's contribution with an additional \$12 million.

This report also provides other updates on ZET Program progress and accomplishments.

BACKGROUND

The LB-ELA Corridor ZET Working Group commenced in November 2021 in response to an approved October 2021 Board motion from Directors Hahn and Dutra (Attachment A) that provided staff direction to recommit \$50 million from the original I-710 South Corridor Project as seed funding to support the development of a ZET Program, with a funding target of \$200 million, as part of the new LB-ELA Corridor Investment Plan.

The working group is charged with developing a ZET Program to support the accelerated conversion of drayage and other heavy-duty trucks operating within the LB-ELA Corridor from diesel to zero-emission technology. Its membership includes representatives from community-based organizations, public health and environmental advocacy groups, the trucking and freight industry, utility providers, academia, Caltrans, California Air Resources Board (CARB), Ports of Los Angeles and Long Beach, South Coast Air Quality Management District (AQMD), and local governments. All meetings are open to the Task Force's Community Leadership Committee (CLC) as well.

One major area of focus for the working group is to identify shovel-ready projects for heavy-duty ZE truck charging or fueling stations, evaluate such projects' alignment with the LB-ELA Corridor ZET Program Principles it developed, and determine if the use of Metro's programmed seed funding would advance these principles and Board direction.

Concurrent with the working group's efforts, LACI created the I-710 Investment Blueprint for Heavy-duty Charging Depots, which identified 14 potential sites that could be developed for battery electric charging to support heavy-duty trucks within the LB-ELA Corridor. For one of the 14 sites, LACI received a Community Project Funding award sponsored by Representative Nanette Diaz Barragan for \$1.5 million. This site is owned by the City of Los Angeles Harbor Department (Port of LA) and intended to be leased and developed.

The working group has reviewed LACI's proposal for this new site and finds it is in alignment with the ZET Program principles. The working group also finds this project to be a good opportunity for Metro to leverage its seed funding to secure other funding sources to implement the project, while also getting closer to meet the funding target of \$200 million.

DISCUSSION

Since the last update to the Board in March 2022, Metro staff and partner agency staff presented materials to facilitate the working group discussions that resulted in the LB-ELA Corridor ZET Program Principles and Framework.

The following section highlights the I-710 Investment Blueprint developed by LACI and reports on working group activities conducted to shape the ZET Program Principles and preliminary performance measures, information provided on anticipated ZET population and associated demand, truck travel behaviors within the corridor, workforce investment mechanisms, and focus group discussions. The section concludes with grant funding opportunities and next steps.

LACI Investment Blueprint for Heavy-duty Charging Depots

LACI staff presented findings from its I-710 Investment Blueprint for Heavy-duty Charging Depots (Investment Blueprint). The Investment Blueprint calculates the charging infrastructure needed to achieve the goal of having 40 percent of drayage trucks serving the Ports of Long Beach and Los Angeles be zero-emission by the year 2028. To reach this target, the Investment Blueprint analysis indicates that at least \$280 million would be needed to deploy at least 135 public chargers and 620 private chargers to support approximately 1,800 drayage trucks that operate within the I-710 Corridor.

LACI identified hotspots for trucks, based on the truck traffic analysis, that were stationary for (a) 30 minutes to three hours and (b) longer than three hours to provide a useful proxy for determining favorable locations for (a) fast charging and (b) domicile charging. For their analysis of potential sites, LACI considered a wide range of land use types, including gas stations, warehouses, distribution centers, fleet depots, and industrial yards. The Investment Blueprint also included assessments of 14 sites within the I-710 Corridor, with four sites that received in-depth assessment in partnership with Communities for Environmental Health and Justice (CEHAJ).

One of the identified sites is owned by the Port of LA, which received a federal Community Program grant award for \$1.5 million at the request of Congresswoman Nannette Barragán (CA-44). LACI staff demonstrated the project's alignment with the ZET Program principles (discussed in the next section) and requested Metro to contribute a portion of the LB-ELA ZET Program seed funding to support the development of this site.

Metro staff believes this contribution could catalyze funding from other regional agencies, including the Port of LA, and private entities to fund the project fully. Staff also believes this contribution of up to \$3 million towards a total project cost of \$15 million fulfills Metro Board direction to leverage the \$50 million seed funding to reach a funding target of \$200 million.

Program Principles and Preliminary Performance Measures

The working group members participated in breakout sessions in 2022 (May and June 2022) to formulate program principles for the LB-ELA Corridor ZET Program. Five major themes were identified: 1) community engagement, 2) strategic partnerships and funding opportunities, 3) legislative and policy initiatives, 4) truck subsidies, and 5) environmental impacts and equitable outcomes. Staff turned the insights from the breakout sessions into preliminary program principles

and identified five tasks to be pursued as a program framework.

In refining the program principles and framework, the working group incorporated community desires that were highlighted through the LB-ELA Corridor Task Force's CLC and freight industry needs that were raised during the discussions.

The ZET Working Group agreed to support the following eight Program Principles (detailed description in Attachment B):

1. **Maximize Leverage of Seed Funding** by collaborating with regional partners and funding agencies
2. **Expeditious Deployment of Resources** to maximize the buying power and benefit of investment while supporting community engagement and effective outreach
3. **Coordination** with regional and funding partners, government agencies, and key stakeholders
4. **Community Engagement** that centers corridor residents and stakeholders throughout the development process
5. **Workforce Development** that ensures community benefits and access to opportunity through the pursuit and implementation of ZE technology
6. **Corridor Community Benefits** by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks
7. **Equitable Outcomes** ensured by performance metrics that evaluate sustainable outcomes
8. **Legislative Platform** designed to support the accelerated, equitable deployment of ZE technology by reducing barriers to and increasing incentives for adoption

Additionally, in response to technical presentations and information provided by staff and experts at the regional, state, and federal level, at its October 2022 meeting, the working group voted to support as a guiding framework, under Maximize Leverage of Seed Funding principle, that Metro designate \$45 million of the \$50 million programmed to support the implementation of ZE Heavy-duty Truck Infrastructure. The remaining \$5 million will be reserved to support planning, technical assistance, and community-focused elements of the ZET Program. The \$50 million seed funding will be leveraged to attract regional, state, and federal funding to meet the Board's \$200 million target.

To advance this recommended approach to fulfilling the Board's directive for the ZET Program, staff has identified a two-pronged approach comprising a near-term and medium-term strategy to secure the \$200 million funding target and fulfill the Program Principles.

In the near-term staff will identify existing project opportunities in the LB-ELA Corridor that are seeking funding through established regional and state programs, such as MSRC, the Carl Moyer Program: Infrastructure (CARB), the Clean Transportation Program (CEC) and the EnergIIZE Program (CEC). Staff's goal will be to partner with the private sector, public agencies, and communities to identify opportunities to leverage ZET Program funding with other private, regional, state and/or federal funding to deliver these ZE infrastructure projects in accordance with the program principles and in support of realizing the overall Program funding target. The staff recommendation in this report is the first example of executing this near-term strategy.

Concurrently, staff is leading discussions with the working group to develop a medium-term approach

to initiate one or more regionally-focused ZET charging/fueling Infrastructure facilities within the LB-ELA Corridor. This infrastructure will serve as a regional catalyst for advancing ZE heavy-duty truck adoption, deliver community benefits, and leverage large amounts of regional, state, and federal funds.

During this series of discussions, the working group identified preliminary performance measures and desired outcomes of the LB-ELA Corridor ZET Program (Attachment C).

Technical Presentations: LA County ZE Infrastructure Needs and LB-ELA Corridor Truck Market Segmentation:

The working group has received and engaged in discussions on several technical presentations over the past year, each designed to further a collective understanding on the ZE charging/fueling demand and infrastructure needs.

LA County ZE Infrastructure Needs

In August 2022, CARB staff presented their broader effort to reduce greenhouse gas (GHG) emissions and criteria pollutants, including a supply-side strategy to produce medium and heavy-duty zero-emission vehicles in anticipation of increasing demand for such vehicles because of Advanced Clean Fleets (ACF) regulation (enacted on April 28th 2023). The ACF regulation requires all drayage trucks entering seaports and intermodal yards to be zero-emission by 2035. Based on the ACF technology assumptions, the staff presented the overall vehicle population of statewide Class 2b (light duty) through Class 8 (heavy duty) vehicles through the year 2050.

Following the CARB presentation, Metro staff presented the findings from its commissioned Clean Truck Technology Comparative Report (Attachment D), which focused on providing technical information to support the transition to ZE heavy duty truck adoption in LA County. The report discusses changes to the composition of the drayage truck population because of the ACF regulation in LA County, and a preliminary assessment of ZE infrastructure needs and investment estimate to support both battery electric and hydrogen drayage trucks within LA County. These findings were presented to the working group as one scenario that highlights LA County's existing and future infrastructure and investment needs to support zero-emission drayage trucks.

The report compared emission reduction levels across four engine types; diesel, natural gas, battery electric and hydrogen, and assessed technology capability accordingly to truck duty cycles, market readiness and cost, and included recommendations for supporting wider and expeditious deployment of ZE truck infrastructure.

LB-ELA Corridor Truck Market Segmentation

To further the understanding of types of heavy-duty trucks that operate within the LB-ELA Corridor and the level of investment needed to support ZE trucks along the Corridor, staff from Cambridge Systematics and LACI presented the following items:

Cambridge Systematics staff presented truck travel patterns and volumes within and through the LB-

ELA Corridor to highlight clear nodes that are served by drayage trucks and local demand serving trucks. These travel patterns provide insights into potentially desirable areas to locate charging or fueling stations to meet the demand from zero-emission drayage and local demand serving trucks.

Investing in Workforce Development

The working group identified job training and workforce development as elements of the ZET Program to create opportunities to generate corridor community benefits and pathways for a more inclusive economy and upward mobility for LA County residents. The working group indicated a particular interest in local hiring targets to be included in the ZET Program as a mechanism to offer direct benefits to local residents. As such, workforce development is memorialized as a Program Principle, and staff continues to research, seek guidance, and develop collaborative approaches to implementing this goal.

Staff developed a series of presentations and discussions for the working group, starting with a presentation from the Center for International Trade and Transportation (CITT) at Cal State University, Long Beach that informed on skills mismatch between what logistics employers seek and types of training that students receive at education institutions, particularly in logistics industry middle management. This presentation also touched on the importance of gathering information from target communities as to challenges they experience in finding job opportunities and accessing jobs as part of Metro efforts in supporting workforce development.

Investing in workforce development and supporting an inclusive economy requires a well-established network of job creation catalysts, training providers, workforce resource centers and a willing workforce. To this point, the second presentation in a series invited expert panelists from the South Bay Workforce Investment Board, California Community Colleges Workforce and Economic Development Division, and CITT to discuss existing relationships across workforce development sectors, how they work together to create a network of resources to meet existing and future demand for skilled workforce, and Metro's role as a catalyst for job opportunities.

In addition to these expert panel discussions, staff continues to explore mechanisms to incorporate local hiring and targeted hiring policies into the LB-ELA Corridor ZET Program.

Private Industry Stakeholder and Community Focus Groups

Metro and LACI staff co-hosted two focus group meetings to define parameters for the development of regionally significant ZE charging/fueling infrastructure for the ZET Program.

The first focus group invited leaders from private industry and utilities to discuss the role ZE infrastructure can play in the adoption and use of ZE heavy-duty trucks, required specifications and features for ZE infrastructure to incentivize fleets to transition to ZE technology, and the role of utilities in providing energy to and supporting the development of ZE charging/fueling infrastructure for heavy-duty trucks.

Private industry stakeholders emphasized the importance of charging stations to operate reliably and

accommodate large vehicle maneuverability and driver needs through amenities. The industry anticipates Megawatt Charging Systems to be the future standard but also anticipates the need to generate energy on-site to compensate for the magnitude of investment needed to upgrade existing energy capacity or stabilize energy prices during peak hour consumption. The industry stakeholders acknowledged that acquiring real estate is extremely challenging in an urbanized area such as the LB-ELA Corridor, particularly with parcels with the right location and size to be developed for charging and refueling sites. They suggested staff evaluate where trucks currently refuel with diesel and consider multiple smaller sites rather than one large regional site to capture all needs presented.

The second focus group invited community representatives and advocates to discuss potential impacts and benefits that are or could be associated with the installation of ZE infrastructure within the LB-ELA Corridor. These participants reiterated the need to engage truck drivers, especially from smaller fleets, to gain their perspective and suggested having additional focus groups to understand how the ZET Program development could best address their needs. A need for community education was also identified as a priority to support safety for local residents, avoid unintended consequences, and avoid locating infrastructure near and around sensitive receptors.

Staff intends to use the information gathered from these focus groups and follow-up sessions to further refine the development of one or more ZE infrastructure facilities as part of the medium-term strategy for the ZET Program.

Opportunities to Leverage Metro Funding

MSRC Request for Information (RFI) on Publicly Accessible Zero-Emission Goods Movement Infrastructure

In September 2022, MSRC released an RFI to seek information and identify potential partners that can assist the MSRC in deploying publicly accessible electric vehicle supply equipment and hydrogen refueling infrastructure within the South Coast AQMD region. The purpose of the RFI is to understand the current state of the industry, including but not limited to interest levels, technologies, costs, business cases, and schedule requirements unique to installing and operating infrastructure to support the deployment of zero-emissions trucks.

MSRC received 23 responses from a combination of private and public entities, including Metro and LACI. Out of the 23 responses, Metro staff identified 18 sites that were proposed within the LB-ELA Corridor, and conducted a preliminary assessment on how they align with the ZET Program Principles. Metro staff will be working closely with MSRC to gather more details on promising sites to conduct a full assessment and present the findings to the Working Group.

One of the sites identified is the LACI recommended site that has received a federal Community Program award (see below) and is the subject of staff's recommendation to program up to \$3 million as local match to leverage other funding to implement this facility.

Other Federal Funding Opportunities

The Federal Highway Administration issued a notice of funding opportunity for the [Charging and](#)

[Fueling Infrastructure \(CFI\) Discretionary Grant Program <https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program>](https://www.transportation.gov/rural/grant-toolkit/charging-and-fueling-infrastructure-grant-program) in March 2023, covering Fiscal Years 2022 and 2023. This program is the first discretionary funding opportunity to support zero-emission charging or alternative fueling infrastructure through the Bipartisan Infrastructure Law. The CFI Program offers up to \$350 million available through the Alternative Fuel Corridor Grants (Corridor Program). The Corridor Program aims to support the buildout of charging and alternative fueling infrastructure along designated Alternative Fuel Corridors and emphasizes a corridor approach.

In support of advancing the program principles and goals, staff considered submitting an application for the CFI Program and coordinated with regional agencies such as the Ports of Long Beach (POLB) and Los Angeles (POLA), the AQMD, and the MSRC to determine if a joint application in support of the LB-ELA Corridor was feasible. During this deliberation the California Energy Commission (CEC) and Caltrans informed our regional partners that those agencies are jointly working on a tri-state application with Oregon and Washington states to pursue funding from the Corridor Program for projects along I-5.

CEC and Caltrans requested Metro, POLA, POLB, AQMD and MSRC to join in the tri-state effort and include the LB-ELA Corridor ZET Program in the scope of the application. Given the highly competitive nature of this program at the national level, Metro staff determined that a partnership with the state would provide the LB-ELA Corridor with the best opportunity for success to receive funding in this cycle of the CFI Program.

CEC and Caltrans joint team coordinated with Metro and our regional partners in the development of the grant application, which includes three locations within the LB-ELA Corridor and submitted it by June 13, 2023. Should this grant application receive an award, Metro staff would seek a Board approval to contribute a portion of the seed funding towards projects that are located within the LB-ELA Corridor, up to an amount that is consistent with the Board directive on leveraging the seed funding.

Future Grant Funding Opportunities

Staff's medium-term strategy to develop regionally significant ZE infrastructure for heavy-duty trucks in the LB-ELA Corridor will strategically target future cycles of regional, state, and federal funding well-suited to provide a large amount of leveraged funding to match ZET Program funds. Eligible grant programs include Cycle 4 (FY2024) and Cycle 5 (FY2026) of the Senate Bill 1 Trade Corridor Enhancement Program (TCEP) administered by the California Transportation Commission and the annual Infrastructure for Rebuilding America (INFRA) program administered by the US Department of Transportation.

Looking Ahead

LACI's I-710 Investment Blueprint and MSRC's RFI responses offer a great immediate outlook on where ZE truck supporting infrastructure could be developed within the LB-ELA Corridor in the near term, and potential projects for which Metro seed funding could be applied and leveraged. To realize the buildout of the infrastructure for the Corridor, staff acknowledges that further analyses are needed to develop a plan for sites that meet the regional needs, technology advancement for ultra-fast

charging and hydrogen dispensing, addressing permitting processes, a need for a funding strategy, advocacy for legislative changes to fully benefit small businesses that are engaged in drayage operations, and stronger and closer collaboration with stakeholders and partners who play critical roles in realizing such an infrastructure.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any safety impacts.

FINANCIAL IMPACT

Impact to Budget

Programming up to \$3,000,000 as Metro's contribution towards the LACI/City of Los Angeles/Port of Los Angeles project will derive from the \$50,000,000 seed funding that the Board authorized for the LB-ELA ZET Program. As the location of the site is not within the Gateway Cities subregion, the Measure R Gateway Cities subregion highway program funding associated with the original I-710 South Corridor Project will not be eligible for use; alternatively. Staff has identified Congestion Mitigation and Air Quality (CMAQ) Improvement funds as a source of the Metro contribution, subject to the actual project definition, consistent with the Financial Stability Policy which directs staff to prioritize available CMAQ Program federal grants to the greatest extent possible for any eligible operations costs (File #2022-0448). The CMAQ funding recommended for this contribution would be from the amount remaining above and beyond the full allowed use of this funding source for transit operations.

EQUITY PLATFORM

The LB-ELA ZET Working Group meets monthly to inform the LB-ELA ZET Program development process to ensure equitable outcomes. Developing the LB-ELA ZE Truck Program will directly address the pollution, air quality, and public health impacts caused by the operation of thousands of diesel trucks daily within the LB-ELA Corridor.

The working group members include representatives from air quality, environment, and public health advocacy groups from within the Corridor. At the commencement of the working group, staff asked CBO representatives for guidance on additional members to be invited. Based on their recommendations, staff requested CLC and Task Force members to participate in the ZET Working Group.

In response to input from community representatives, Metro will continue to engage and include members of the CLC in the development of the ZET Working Group recommendations and receive the CLC's review of the recommendations prior to finalization. To date, staff shared the LB-ELA ZET Program Goals and Principles with the CLC and Equity Working Group to ensure the goals and principles align with the overall equity principle, vision, and goals of the LB-ELA Corridor Investment Plan.

In January 2023, the LB-ELA ZET Program team conducted a focus group meeting to seek input from the Corridor communities on effective ways to engage Corridor residents and businesses, support small businesses that would be impacted from the vehicle technology transition, ensure community safety from heavy-duty vehicles, and avoiding sensitive receptors in identifying potential sites for charging or fueling stations. Nine out of 14 participants represented the Corridor communities, who are also active LB-ELA ZET Working Group members.

The working group members continue to emphasize the community's desire for job opportunities as one of the equitable outcomes of Metro investments. Staff has responded to this inquiry by scheduling expert panels on workforce development and investment in labor skills and continues defining Metro's role as a project sponsor and partner in enabling workforce and training mechanisms to benefit the Corridor communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the LB-ELA Corridor stakeholders through LB-ELA Corridor Task Force, CLC, Equity Working Group and the community, agency, and industry partners that compose the LB-ELA ZET Working Group is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 4: Transform LA County through regional collaboration and national leadership.

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

ALTERNATIVES CONSIDERED

The Board can choose not to approve the local match request in support of the identified ZE truck charging site. However, this alternative action is not recommended as this project is the first opportunity for Metro to leverage Board-approved funds in pursuit of delivering publicly accessible charging infrastructure within the LB-ELA Corridor for heavy-duty drayage trucks and towards fulfilling the funding target of \$200 million, in accordance with Board direction.

NEXT STEPS

Staff will work with the Port of LA and the City of Los Angeles to incorporate mechanisms to bring community desired benefits through Metro contribution for the site development.

Staff will continue to lead the LB-ELA ZET Working Group's efforts to refine and advance the LB-ELA Corridor ZET Program and secure professional services to develop a business plan for implementation, particularly focused on regional site assessment and identification, cost estimates, attracting discretionary funding, and potential private partner selections in advancing the medium-term strategy for the program.

ATTACHMENTS

Attachment A - October 2021 Motion by Directors Hahn and Dutra

Attachment B - LB-ELA ZET Program Principles

Attachment C - LA-ELA ZET Program Preliminary Performance Measures

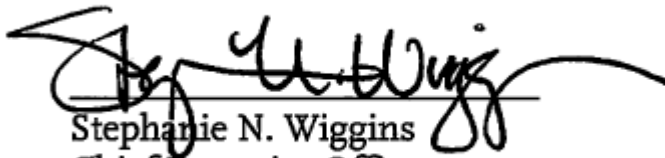
Attachment D - Clean Truck Technology Comparative Report

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

File #: 2021-0708, **File Type:** Motion / Motion Response**Agenda Number:** 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021****Motion by:****DIRECTORS HAHN AND DUTRA****Substitute Motion - 710 South Clean Truck Program**

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM**RECOMMENDATION**

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

LB-ELA Zero Emission Truck Program Principles

Timeline of Input

- > **Community Leadership Committee (CLC)** provided input on September 22, 2022
- > **Equity Working Group (EWG)** providing equity-focused input today, September 29, 2022
- > At the October 18, 2022 **ZET Working Group Meeting**, the ZET Working Group will:
 - review input from the Equity Working Group
 - Vote to approve the ZET Program Principles

Overview

1

Maximize leverage of seed funding

by collaborating with regional partners and funding agencies.

2

Expeditious Deployment of Resources

to maximize the buying power and benefit of investment while supporting community engagement and effective outreach.

3

Coordination

with regional and funding partners, government agencies, and key stakeholders.

4

Community Engagement

that centers corridor residents and stakeholders throughout the development process.

5

Workforce Development

that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology.

6

Corridor Community Benefits

by creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

7

Equitable Outcomes

ensured by performance metrics that evaluate sustainable outcomes.

8

Legislative Platform

designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

Maximize leverage of seed funding – by collaborating with regional partners and funding agencies.

- > Pursue **additional regional, state, and federal funding** to reach \$200 million
- > Use **\$45M** seed funding to leverage investment in **regionally significant infrastructure** projects
- > Use **\$5M** seed funding to support **corridor-specific and small fleet** objectives
- > Fund **community benefits** as part of overall strategy

Expeditious Deployment of Resources — to maximize the buying power and benefit of investment while supporting community engagement and effective outreach.

- > Ensure that the effort to meet funding deadlines and expedite the deployment of seed funding will also **uphold community engagement principles** and support **effective outreach**.
- > Aim to leverage and expend all ZET Program **resources by FY 2027-28**.

Coordination — With regional and funding partners, government agencies, and key stakeholders.

- > Coordinate with **funding partners, regional agencies, and local communities** to support deployment of ZE technology in the corridor.
- > Align ZET program with criteria to **secure funding** at the regional, state, and federal levels.
- > Create a program that is compatible with and **enhances other regional efforts**.

Community Engagement – that centers corridor residents and stakeholders throughout the development process.

- > Work with 710 Task Force, CLC, and EWG to **identify equitable outcomes** and integrate **Community Benefits**.
- > Engage and **collaborate with communities directly impacted** by the proposed sites.
- > **Increase awareness of ZE operations and impact** through community tours and educational initiatives.

Workforce Development – that ensures community benefits and access to opportunity through the pursuit and implementation of ZE Technology.

- > Work with regional and community partners to **understand job training and workforce needs** related to ZET.
- > Work with labor partners to pursue **local and targeted hire** opportunities.
- > Increase **community access to quality job opportunities** that pay living wages.
- > Coordinate with **existing workforce development** programs.

Corridor Community Benefits — By creating economic opportunities, improving air quality, and reducing long-standing health impacts generated by diesel trucks.

- > Address **needs of local communities**, many of which have borne impacts of travel and goods movement along the I-710 corridor.
- > **Provide and protect corridor community benefits** at the outset and throughout the project through ZE job training and workforce development.
- > **Establish metrics** to understand if investments are leading to meaningful benefits.

Equitable Outcomes — ensured by performance metrics that evaluate sustainable outcomes.

- > Develop a variety of **localized performance metrics** to measure improvements and quality of life for residents along the corridor.
- > Work with the 710 Task Force, Equity Working Group, and CLC to **apply principles from the EPET**.
- > Monitor **performance** over time, evaluate **outcomes**, and identify potential **areas of improvement**.

Legislative Platform — designed to support the accelerated, equitable deployment of ZE technology by reducing barriers and increasing incentives to adoption.

- > Develop a legislative platform with **policy solutions that reduce barriers** for truck owners or companies to secure a ZE truck.
- > Support incentives and outreach necessary to **accelerate deployment of ZE Class 8 trucks**
- > Work with regional partners to prioritize **highway and street maintenance**.

Key Equity Considerations for ZET Program & Principles

Community Engagement and Decision-making Input

- > Engage city councils, planning commissions, seniors, faith-based communities, school districts, and colleges/universities
- > Leverage CLC connections
- > Educate communities in culturally relevant, accessible ways using different modes of teaching (e.g., videos, audio slides)

Community Benefits related to ZET Program

- > Local hire and job training are critical and must be in accessible locations
- > Prioritize funding for local owner-operators (e.g., access to chargers, discounted rates, technical assistance)
- > Communities can assist in identifying areas for improvements (e.g., air filtration, tree planting, beautification)

Performance Metrics and Evaluation of Equitable Outcomes

- > Add PM 2.5 to the GHG emissions metric
- > Incorporate people most disadvantaged/impacted by the 710 South Corridor into employment metrics
- > Consider health metrics comprehensively (e.g., asthma and cancer rates)

LB-ELA Zero Emission Truck Program Preliminary Performance Measures

Performance Measures and Desired Outcomes – Preliminary

Workforce Development and Jobs

- Net increase in jobs
- Increase in per capita income
- Growth in new manufacturing and deploying infrastructure

Environmental

- Reduction in GHG Emissions
- Amount of EV subsidies for small fleets

Public Health

- Avoided premature deaths over time
- Avoided asthma attacks in young children

Community

- Reduced household energy costs



→ Clean Truck Technology Comparative Report

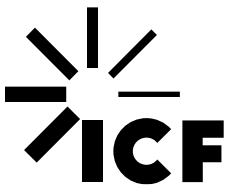
Final Report

September 2022



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List of Acronyms

AC	Alternating Current
ACF	Advanced Clean Fleets
ACT	Advanced Clean Trucks
AQMD	Air Quality Management District
BET	Battery Electric Truck
BPT	Benefit per Ton
CalETC	California Electric Transportation Coalition
CARB	California Air Resources Board
CEC	California Energy Commission
CNG	Compressed Natural Gas
DC	Direct Current
DCFC	Direct Current Fast Chargers
DGE	Diesel Gallon Equivalent
DPM	Diesel Particulate Matter
EDF	Environmental Defense Fund
EMFAC	Emission Factor
EPA	Environmental Protection Agency
ER	Emergency Room
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment
FCET	Fuel Cell Electric Truck
g/bhp-hr	Grams per Brake Horsepower-Hour
GHG	Greenhouse Gases
GNA	Gladstein, Neandross, & Associates
GVWR	Gross Vehicle Weight Rating
HVIP	California Hybrid and Zero Emission Truck and Bus voucher Incentive Project
IPT	Incidence per Ton
Kg	Kilogram
kW	Kilowatt
LADWP	Los Angeles Department of Water and Power
LCFS	Low Carbon Fuel Standard
LFG	Landfill Gas
MD/HD	Medium-Duty / Heavy-Duty
MOU	Memorandum of Understanding
MWh	Megawatt-hour
NAAQS	National Ambient Air Quality Standards
NH ₄	Ammonium
NO _x	Nitrogen Oxides

P3	Public-Private Partnership
RNG	Renewable Natural Gas
SCE	Southern California Edison
SOx	Sulfur Oxides
TCO	Total Cost of Ownership
VIP	Carl Moyer Voucher Incentive Program
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VW	Volkswagen
ZETI	Zero Emission Technology Inventory

1 Executive Summary

Despite significant improvement in air quality and public health over the past decades, there are still many communities in California, especially low-income and disadvantaged communities near major freight facilities, which are suffering from high levels of air pollution. Of all the sources of air pollution, mobile sources, especially diesel trucks and equipment are one of the major contributors to adverse air quality and public health in California. Considering that Los Angeles County (LA County) is home to the largest container port complex in the nation, emissions from Class 8 trucks, especially those serving the Ports of Los Angeles and Long Beach (San Pedro Bay Ports), rail yards, and logistics facilities have been one of the major public health concerns within communities surrounding the ports. In response to these concerns, local and state agencies in California have recently adopted multiple regulations and policies to curb the emissions from diesel trucks and transition the California heavy duty fleet to zero emission (ZE) technologies. While these regulations and policies will require the vehicle manufacturers to sell and fleets operating in California to purchase zero emissions vehicles, successful adoption of these programs will also heavily rely on the availability and accessibility of charging and fueling infrastructure. This report is intended to uncover some of the challenges with accelerated adoption of heavy-duty zero emission truck technologies and provide a set of recommendations that various stakeholders can consider in the near term.

Today there are more than 55,000 Class 8 trucks operating within LA County emitting approximately 25 tons of nitrogen oxides (NO_x) – a precursor to ozone – and approximately 385 lbs. of diesel particulate matter (DPM) every day, per analysis of California Air Resources Board’s (CARB) Emission Factor (EMFAC2021) data.¹ When considering that these trucks travel through communities and near schools and residential areas, it becomes even more important to design effective programs and strategies that can accelerate the emissions reductions from these vehicles and reduce the air pollution burden, especially within low income and disadvantaged communities in the County. To effectively guide policy and program design, the project team initiated this study by conducting a comprehensive evaluation of the commercial availability, readiness, and total cost of ownership (TCO) of various clean truck technologies such as battery electric, hydrogen fuel cell, low NO_x natural gas, and low NO_x diesel. This assessment provides a clear picture on the market status of each of these four technologies and an outlook for technology commercialization. Specifically with respect to battery electric technology, our assessment demonstrated that while today there are several zero emission models available that could serve in drayage and delivery business, it will take until the mid- to late-2020s for the technology to be vastly deployed in regional-hauls, and until 2030 for the long-haul operations. Similarly with hydrogen fuel cell electric trucks (FCET), while today there is a limited availability, it is expected that by 2030, there will be models available that could be placed in long-haul intrastate and interstate operations.

The project team projected the mix of Class 8 truck technologies that LA County could anticipate between 2022 through 2040 considering the impact of the State’s Advanced Clean Trucks (ACT) and proposed Advanced Clean Fleets (ACF) regulations. Through this assessment, it is estimated

¹ California Air Resources Board. (n.d.). EMFAC2021. In *EMFAC*. Retrieved from <https://arb.ca.gov/emfac/>

that by 2040, LA County could expect approximately 48,500 battery electric and 10,700 hydrogen fuel cell electric Class 8 trucks operating on its roadways, which make up approximately 56 percent and 12 percent of the total projected 2040 truck population, respectively. Our analysis also showed that as a result of this massive zero emission technology adoption, by calendar year 2040, NOx emissions from Class 8 trucks in LA County would be as low as 2.5 tons per day, nearly 10 times lower than business-as-usual emissions in the same year. With respect to DPM, the projected technology mix is expected to result in an 85% reduction from the 2030 baseline. Our analysis, based on the U.S. Environmental Protection Agency's (EPA) Benefit per Ton estimates², demonstrated that these reductions could result in cumulative health benefits in the form of 511 – 524 reduced mortality, 285 fewer respiratory related emergency room (ER) visits, 57 fewer respiratory related hospital admissions, and almost 75,000 fewer work loss days in LA County. All combined, these health outcomes are estimated to bring in more than \$5 billion in cumulative health benefits between 2024 through 2040.

Aside from the emissions reductions and the health benefits, the project team also estimated that by 2040 these zero emission trucks will likely consume more than 10,000 megawatt-hour (MWh) of electricity and approximately 260,000 kilograms (kg) of hydrogen per day. To support such demand, we estimate that there may be a need for more than 45,000 level 2 and direct current fast charger (DCFC) ports of which approximately 26,000 may be located at fleets' private truck depots (i.e., private charging ports), 11,000 may be deployed as public charging ports for overnight charging, and more than 8,000 public charging ports may be available for opportunity fast charging. There may also be a need for roughly 50 up to 260 hydrogen fueling stations to support FCETs, depending on the stations' assumed daily fueling throughput (this study considered scenarios of 1,000 to 5,000 kg/day). Importantly, these estimates are only for one scenario and set of assumptions; results may vary based on several factors such as charger capacities, station throughputs, truck-to-charger ratios, etc. Altogether, building such a network of zero emission infrastructure in LA County is estimated to cost anywhere between \$2.9 to \$3.7 billion. Note that this only reflects the direct costs of equipment and installation; it excludes the cost associated with land acquisition, electric utility distribution grid equipment upgrades, upgrades to site-level make-ready infrastructure, design, engineering, and permitting. It is expected that total costs will exceed this range due to these additional capital expenditures.

Already, California offers a suite of incentive programs that provide funding towards the purchase of zero emission trucks and buildout of zero emission infrastructure. While these funding programs have been instrumental in reducing the incremental cost of zero emissions trucks, the overall cost of transition is much greater than the funding made available through the state budget. That is why complementary programs and policy actions by local agencies and utilities, such as LA Metro, and South Coast Air Quality Management District (AQMD), the San Pedro Bay Ports, Southern California Edison, and Los Angeles Department of Water and Power (LADWP) will be necessary to ensure the County can achieve its public health goals through an equitable transition

² U.S. Environmental Protection Agency. (2022, January 13). Estimating the Benefit per Ton of Reducing Directly-Emitted PM2.5, PM2.5 Precursors and Ozone Precursors from 21 Sectors. In Benefits Mapping and Analysis Program (BenMAP). Retrieved from <https://www.epa.gov/benmap/estimating-benefit-ton-reducing-directly-emitted-pm25-pm25-precursors-and-ozone-precursors>

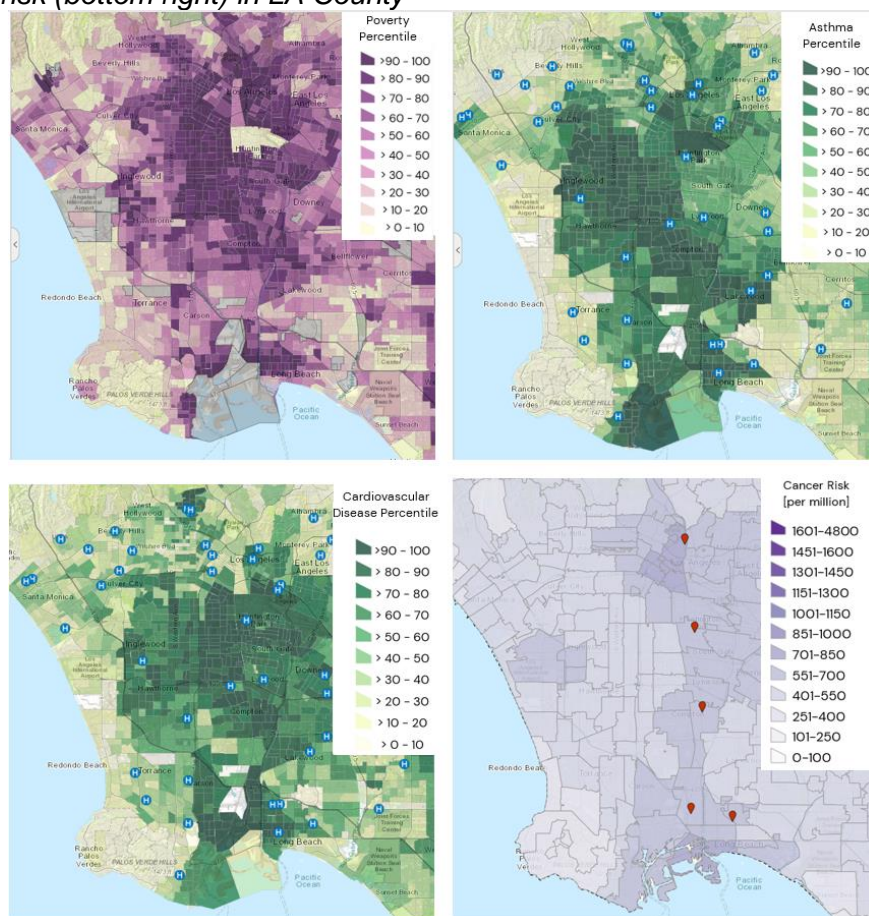
to zero emission trucks. In coordination with these stakeholders, the project team developed a set of recommendations that various stakeholders could consider as they join forces to accelerate adoption of clean technology in the County. These include:

- **Create public-access overnight charging lots for small fleets:** Currently, almost one third of Class 8 trucks registered in California belong to fleets of 1 – 3 vehicles, which are less likely to have private depots to host charging infrastructure and will likely need to rely on overnight public charging infrastructure to meet their daily demands. Engaged stakeholders and end users should find mechanisms to provide public overnight charging lots for smaller fleets without depots. This approach would more directly address local, short-term needs for smaller fleets within LA County. For the long-term, LA Metro may consider coordinating with other major freight centers outside of LA County to determine how they can support the eventual deployment of long-haul ZE trucks through strategically located and sized charging and fueling infrastructure.
- **Streamline permitting, site development requirements, and land acquisition requirements to support EV charging infrastructure and hydrogen fueling station deployment:** Building this infrastructure will entail many elements including land acquisition, site readiness, equipment installation and operation. Because these processes involve multiple entities including landowners, fleet owners and operators, cities, and utilities, improving existing processes to streamline and eliminate inefficiency would be paramount to realizing the needed infrastructure implementation in a timely manner.
- **Simplify structures of existing incentive and grant programs:** Existing literature on end user perspectives of zero emission trucks suggests that fleets find some programs difficult to navigate, and that there are tax implications associated with receiving incentive funding. More specifically, fleets have expressed concerns regarding the cost impact of income taxes imposed on incentives received, along with vehicle registration fees for those vehicles. As state agencies, such as CARB and CEC, examine options to offer greater funding opportunities to fleets, the design of these programs may have room to become more user friendly, particularly to enhance accessibility and attractiveness of these funds to small fleets.
- **Provide technical assistance to small fleets:** Our evaluation of existing literature on end user perspectives of zero emission trucks reinforced that costs associated with these vehicles and infrastructure installation are some of the largest barriers to fleet transition. Further, small businesses and small fleets, in particular, have fewer resources and technical knowledge to fully benefit from incentives and grant programs. To address these barriers, one opportunity is to identify small truck fleet owners who are interested in procuring zero emission vehicles and offer technical assistance so they can pursue state grants and incentives.
- **Leveraging Public-Private Partnership (P3) Models:** P3s have been proven to be effective tools for rapid delivery of infrastructure projects and increasing the opportunities for innovation. Engaged stakeholders and end users could leverage the existing P3 model, as well as vehicle and infrastructure as-a-service models, to facilitate and speed up deployment of public fueling and charging infrastructure across major freight corridors.

2 Introduction

Los Angeles County, the most populous county in the United States with more than 10 million inhabitants, is one of very few regions in the country that is suffering from high levels of photochemical smog, which is a type of air pollution containing ground level ozone and other chemicals. Exposure to ground level ozone can cause negative health effects, including coughing, difficulty breathing, and an increased frequency of asthma attacks. The county is one of the only two areas in the country that extremely exceeds national ambient air quality standards (NAAQS) for ozone. Failure to meet these standards by the U.S. EPA's designated deadline would not only have negative public health impacts but could also trigger various federal sanctions, such as highway sanctions, which will impose adverse economic impacts on the region. Aside from the federal air quality requirements, there are also many communities within LA County that are disproportionately impacted by air pollution from transportation and industrial activities within the region. For example, Figure 1 shows a side-by-side comparison of asthma, cardiovascular disease cases (from CalEnviroScreen 4.0), and air toxics cancer risk (from South Coast AQMD's MATES V Multiple Air Toxics Exposure Study) to poverty levels (from CalEnviroScreen 4.0) in LA County. This figure illustrates how regions with higher levels of poverty, especially those surrounding ports and major freight facilities, are the same communities suffering from high levels of asthma, cardiovascular diseases, and are exposed to high levels of air toxics cancer risk.

Figure 1. Poverty (top left), asthma cases (top right), cardiovascular disease (bottom left), and air toxics cancer risk (bottom right) in LA County³



Of all sources of air pollution, Class 8 heavy-duty diesel vehicles (above 33,000 lbs. gross vehicle weight rating - GVWR) are one of the major sources driving air quality issues in these communities. These vehicles are significant emitters of NOx (a precursor to ozone), fine particulate matter (i.e., PM2.5), and Diesel PM. Here we briefly describe some of these ambient air pollutants that are caused by emissions from Class 8 heavy-duty diesel vehicles.

Ground level ozone is mainly formed through the reaction of NOx and volatile organic compound (VOC) emissions – pollutants that are known as ozone precursors. According to U.S. EPA, short-term exposure to ground-level ozone can cause a variety of respiratory health effects, including inflammation of the lining of the lungs, reduced lung function, and respiratory symptoms such as cough, wheezing, chest pain, burning in the chest, and shortness of breath. Exposure to ambient concentrations of ozone has been associated with the aggravation of respiratory illnesses such as asthma, emphysema, and bronchitis, leading to increased use of medication, absences from

³ Based on CalEnviroScreen 4.0 and MATES V Multiple Air Toxics Exposure Study: California Office of Environmental Health Hazard Assessment. (2021, October 20). CalEnviroScreen 4.0. In California Office of Environmental Health Hazard Assessment. Retrieved from <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40> ; South Coast Air Quality Management District. (n.d.). MATES V Multiple Air Toxics Exposure Study. In South Coast Air Quality Management District. Retrieved from <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>

school, doctor and emergency department visits, and hospital admissions. Short-term exposure to ozone is associated with premature mortality.

Particulate matter or PM is a generic term that is used to describe a broad class of chemically and physically diverse substances that exist as discrete particles (liquid droplets or solids) over a wide range of sizes. PM could be emitted directly from emissions sources (PM emissions from the vehicle tailpipe) or formed in the atmosphere through reaction of gaseous emissions such as Sulfur Oxide (SO_x), NO_x, and ammonium (NH₄) (also known as secondary PM). In general, particulate matter is grouped by its size into PM₁₀ and PM_{2.5}. PM_{2.5} refers to particles with a diameter less than 2.5 micrometers (um), whereas PM₁₀ refers to particles of diameter between 2.5 um and 10 um. Studies have demonstrated that short or long-term exposure to both PM_{2.5} and PM₁₀ could result in adverse health effects such as premature mortality, aggravation of respiratory and cardiovascular disease (e.g., increased hospital admissions and emergency visits), and changes in sub-clinical indicators of respiratory and cardiac function

Diesel PM is a type of PM that is generated through combustion of diesel fuel in an internal combustion engine. In 1998, CARB identified DPM as a toxic air contaminant⁴ based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. These health impacts are of particular concern for communities surrounding goods movement facilities. These health effects include exacerbation of asthma, increased hospitalizations, premature birth, and premature deaths from heart and/or lung diseases.

Figure 2 shows a high-level relationship between major emissions from Class 8 heavy duty diesel trucks (along with those from other sources), ambient air pollutants (e.g. Ozone, ambient PM_{2.5}, and Diesel PM), and their associated public health impacts.

⁴ According to section 39655 of the California Health and Safety Code, a toxic air contaminant (TAC) is "an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.". A complete list of TACs can be found at: <https://oehha.ca.gov/air/general-info/toxic-air-contaminant-list-staff-reportsexecutive-summaries>

Figure 2. Simplified relationship between emissions (e.g., NOx, SOx, VOC, directly emitted PM2.5), ambient air quality (e.g., Ozone, and ambient PM), and public health impacts

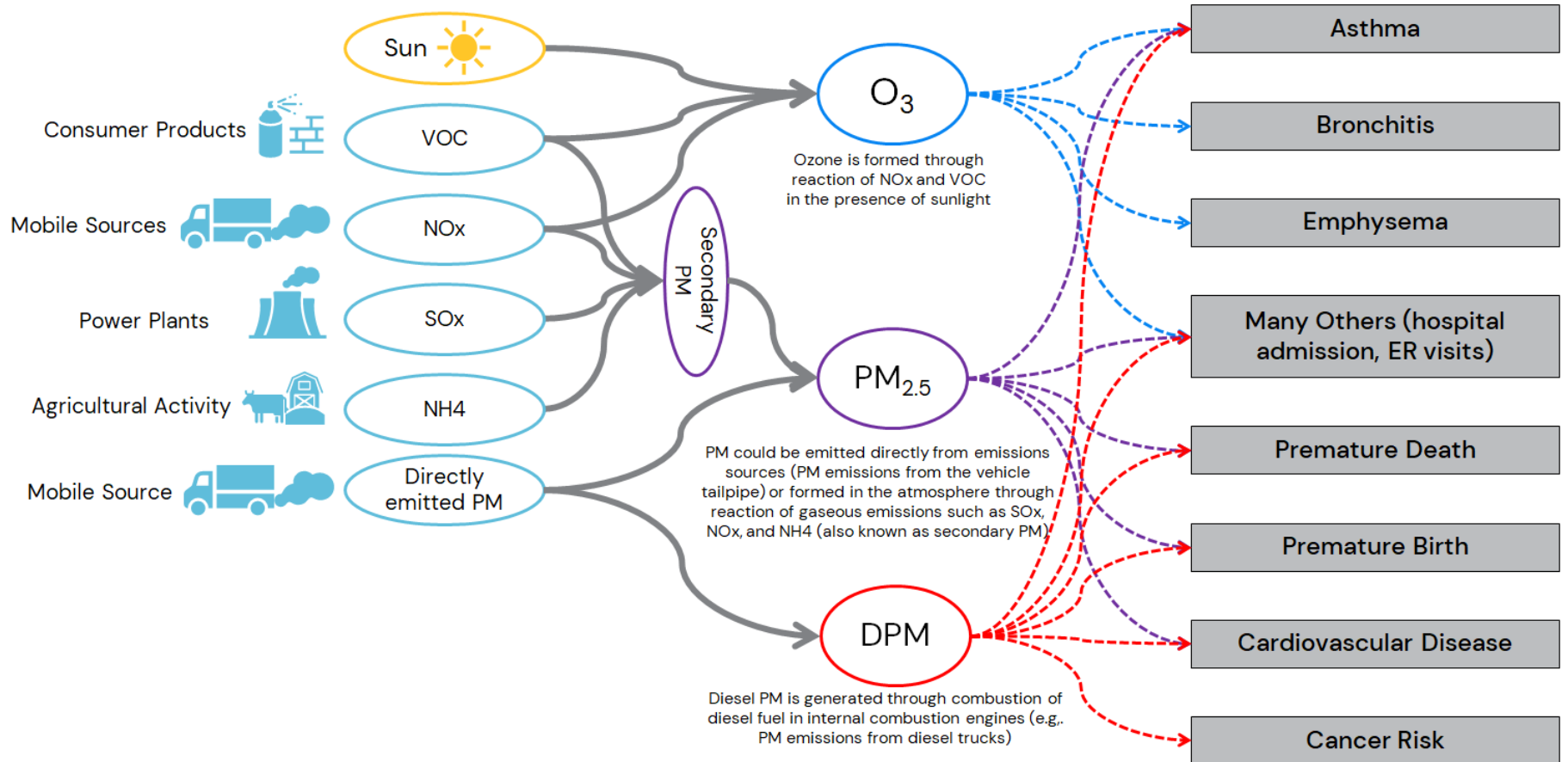
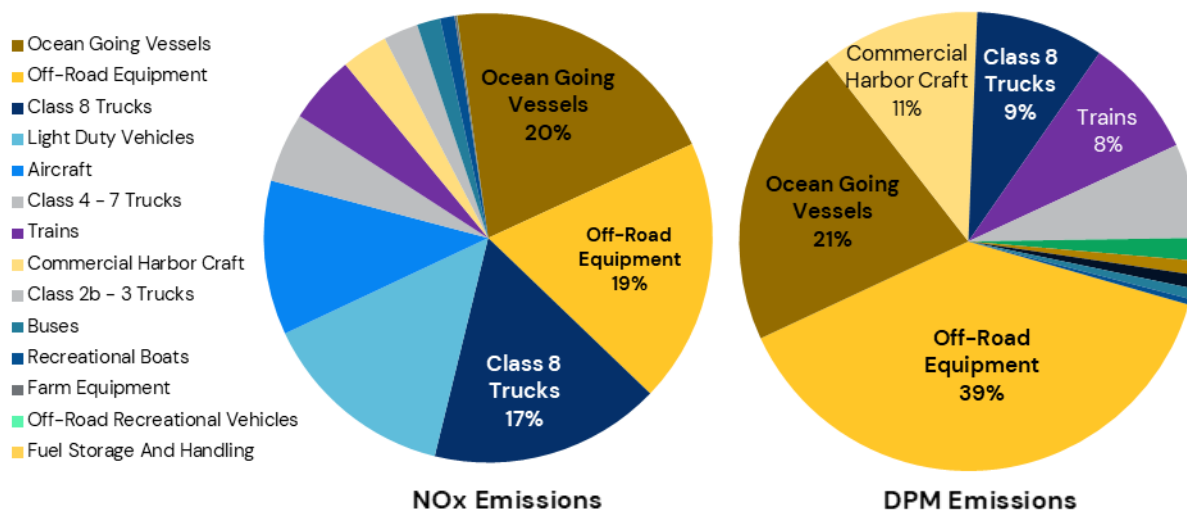


Figure 3 below shows the contribution of these vehicles to NOx and DPM emissions within LA County in 2022. While only 10 percent of DPM and one-fifth of NOx emissions in California are associated with operation of these vehicles, emissions from these vehicles are occurring in close proximity to schools and residential areas as these trucks travel through local communities. Such proximity makes these vehicles a significant contributor to air pollution exposure in these communities. These vehicles are also a significant source of greenhouse gas (GHG) emissions contributing to global climate change.

Figure 3. NOx and DPM emissions by mobile source categories – LA County, 2022⁵



In response to these issues, the State of California has established numerous goals and adopted various policies to accelerate the adoption of zero and near-zero emission vehicles across these sectors. For example, in September 2020, Governor Gavin Newsom signed Executive Order No. N-79-20, setting ambitious targets for the state to reach 100 percent zero emission medium- and heavy-duty (MD/HD) vehicles in the state by 2045 for all operations where feasible, and 100 percent zero emission drayage trucks by 2035. To achieve these ambitious targets, CARB has adopted multiple regulations such as the ACT regulation to accelerate the adoption of zero emissions technologies in the heavy-duty sector. CARB is also pursuing a new regulation called the Advanced Clean Fleet regulation which, starting in 2024, will require fleets operating in California to transition to zero emission technology with the goal of transitioning all drayage trucks to zero emission by 2035 and the rest of heavy-duty vehicles to zero emission by 2045. CARB is planning to adopt this new regulation in late 2022. Additionally, State agencies such as CARB and California Energy Commission (CEC), as well as public and investor-owned utilities, are currently offering a suite of different incentive programs within California that provide funding toward purchase of zero emissions trucks, replacement of older diesel vehicles with cleaner technology, and buildout of zero emissions infrastructure.

Achieving these ambitious goals will require an “all-hands on deck” approach. While state agencies are establishing regulatory requirements and incentive programs to accelerate the

⁵ California Air Resources Board. (n.d.). CEPAM2019v1.03 – Standard Emission Tool. In California Air Resources Board. Retrieved from <https://ww2.arb.ca.gov/applications/cepam2019v103-standard-emission-tool>

transition, contributions from local agencies such as LA Metro will be crucial to prepare the region for the upcoming wave of clean fuel technologies, including battery electric trucks (BET) and hydrogen FCETs. In response to this need, LA Metro commissioned ICF to develop a Clean Truck Technology Comparative Report which could serve as guidance to inform decision-making among policymakers and Metro staff as it relates to near-,mid-, and long-term actions that the agency should take to support the transition to clean heavy-duty truck technologies. Through this report, the project team delivers an objective assessment of various zero and near-zero emission technologies over various time periods and provide insights on the level of technology transformation needed for LA County to meet its public health and climate goals, as well as the scale of fueling and charging infrastructure needed to support this transition.

To further elaborate on the complexity of transitioning Class 8 heavy duty trucks to zero and near-zero emission technology, it is critical to understand the current inventory and operation of these vehicles within the County. Here in this section, we will provide some statistics on the population and mix of these trucks in LA County. Unlike light duty vehicles, Class 8 heavy duty trucks come



in many different body styles, body types, and vocations which is why transitions to zero emission technology is often more challenging due to their unique operational and logistical constraints. In this project, we divided Class 8 trucks into 5 major categories:

Out of State – Out of State trucks refer to trucks that are not registered to the state of California but travel within California roadways. These trucks are also referred to as “interstate” or “long-haul” trucks, and often with sleeper cabs.



California Registered Interstate – These are similar to out of state trucks but are registered in California instead. These are commonly tractor-trailer combination trucks that can move heavy loads and goods across states.

California Registered Intrastate – California Registered Intrastate trucks refer to tractor-trailer combination trucks that move heavy loads, livestock, and refrigerated trailers, only operate within California boundaries, and are often day cabs.



Drayage – Trucks that pick up and deliver shipping containers from Ports or intermodal railyards to other facilities. In this report, drayage trucks are defined as California registered Class 8 trucks that visit the ports two times a week on average.



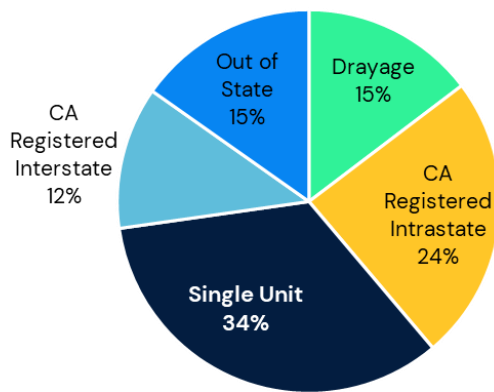
Single Unit – Single Unit trucks are often single-body trucks (i.e., trucks that do not have detachable trailers) that are more purpose oriented (e.g., concrete mixers, dump trucks, refuse trucks, some of the delivery trucks).

According to CARB’s Emission FACTor (EMFAC2021) model⁶, currently there are more than 55,000 Class 8 trucks operating within LA County.

⁶ California Air Resources Board. (n.d.). Welcome to EMFAC. In California Air Resources Board. Retrieved from <https://arb.ca.gov/emfac/>

Figure 4 shows the mix of these trucks by the categories defined earlier. Of the 55,000 Class 8 trucks, more than 8,000⁷ are frequently visiting the San Pedro Bay Ports (more than two times per week). These trucks are often travelling locally between the ports, railyards, and warehouses and are one of the major air pollution concerns to communities near those facilities. This is why for many years, communities surrounding the ports and I-710 have been seeking state and local agencies to accelerate transition of these trucks to zero emission. In addition to drayage trucks, there are about 15,000 interstate trucks operating within the County (8,500 registered outside of CA and 6,500 registered within California). These trucks are often traveling across state borders, which makes their transition to zero emissions challenging, not only due to their energy intensive operation but also their need to access regional and national zero emissions infrastructure networks. There are also more than 32,000 CA registered trucks operating in LA County of which almost 60 percent are single unit trucks and 40 percent are tractor trailers. These trucks operate in a variety of duty cycles from long-range intrastate travel to local operations. For example, the single unit truck category encompasses a multitude of truck types that are comparable by body type (e.g., delivery trucks, cement mixers, dump trucks, and other trucks where the whole vehicle is considered as one piece unlike tractor-trailers), but drastically different in terms of operation.

Figure 4 - Class 8 Trucks by Vehicle Category for LA County 2022



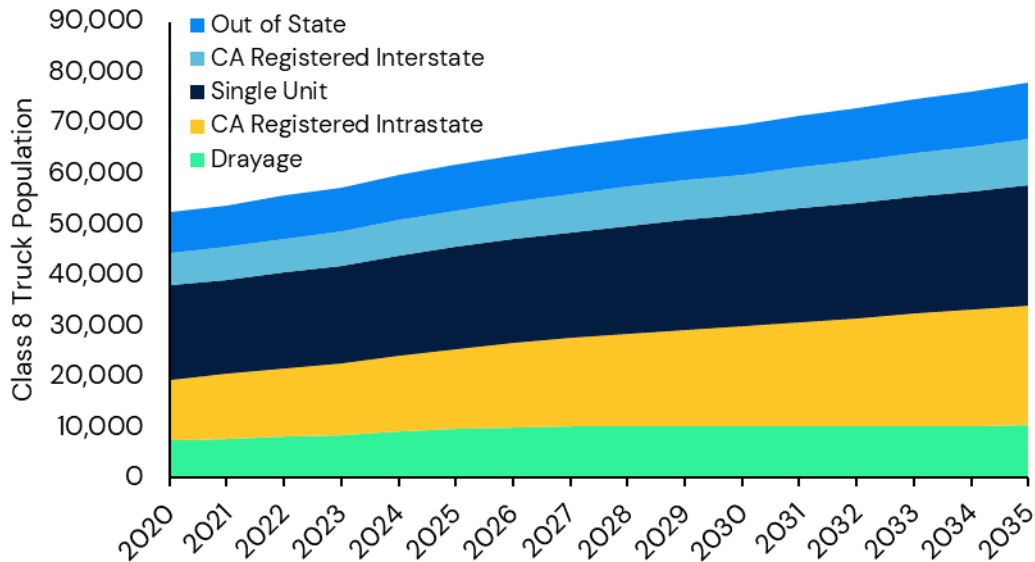
Vehicle Category	Population
Out of State	8,473
Drayage	8,163
CA Registered Intrastate	13,430
CA Registered Interstate	6,680
Single Unit	18,880
Total	55,626

The EMFAC2021 model can also forecast the population of Class 8 trucks. As shown in Figure 5, the total Class 8 truck population in LA County is expected to go from 55,000 in 2022 to almost 78,000 trucks in 2035, an increase of 40 percent by 2035. Within the next decade, the number of California registered Interstate and Intrastate trucks are expected to increase significantly by 35 percent and 76 percent, respectively. Unlike the other truck categories, the population of drayage trucks is expected to plateau post 2035, due to cargo capacity limitations associated with the Ports. In a business-as-usual scenario, most of these trucks are assumed to be powered by diesel, although a small fraction will be powered by zero

⁷ This number is lower than the commonly reported 18,000 trucks that serve these two ports. It needs to be noted that not all those trucks are frequently visiting the ports, and not all of them are operating within LA County at any given point in time (while they visit the ports, 100 percent of their operation is not in LA County). That is why the number reported in Figure 4 is lower than the drayage truck numbers reported by the Ports.

emissions technologies due to the zero emission truck production mandate (i.e., ACT regulation). More on the existing and projected truck technology mix is provided in Section 4, including how other regulations (e.g., CARB’s ACF Rule) are expected to impact the mix of truck technologies over time.

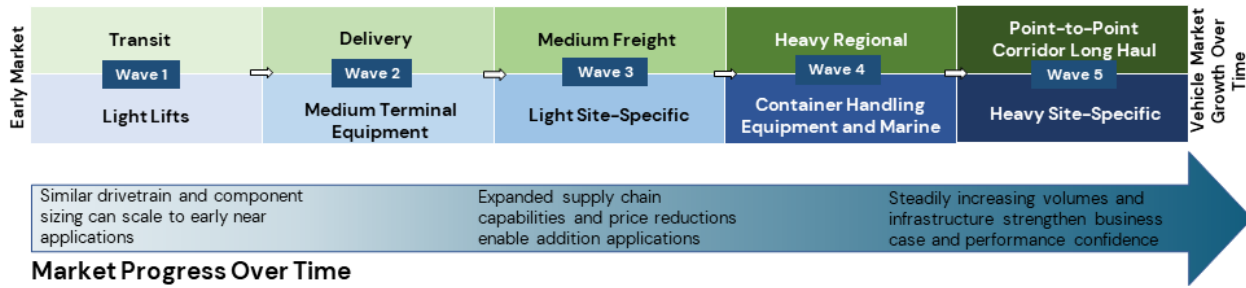
Figure 5 - Projected Class 8 Truck Population by Vocation in LA County



3 Market Readiness and Costs

Class 8 truck technologies that will be discussed in this report include conventional diesel and natural gas fueled heavy-duty trucks, as well as hydrogen FCETs and BET. This section will discuss the technology readiness for each of the alternative truck technologies. In summary, diesel and natural gas trucks are in the mature stage of commercial readiness, with improvements to emissions control systems and fuel efficiency expected over the next 5 to 10 years. For zero emission technologies it is expected that these technologies will commercialize systematically, with vehicles operating on predictable and shorter routes succeeding first, particularly those with access to overnight charging depots. Following these use cases, technology is expected to develop to serve longer and more complicated applications over time. CARB calls this projection of commercialization the Beachhead Strategy, and it is shown graphically in Figure 6 below.

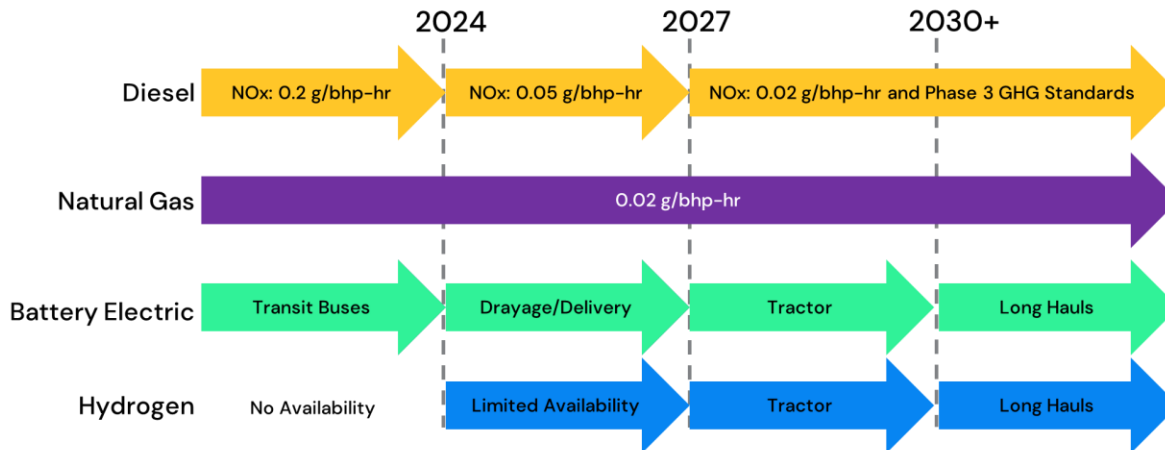
Figure 6 - CARB Zero Emission Beachhead Strategy (from CALSTART)⁸



Despite zero emission technology being in early stages of commercialization, over the last three years there have been several announcements by major truck manufacturers on the development and production of zero emission MD/HD vehicles (i.e., battery electric and fuel cell trucks). According to the Global Commercial Vehicle Drive to Zero Initiative’s Zero Emission Technology Inventory (ZETI), there are approximately 20 heavy-duty BET models and 8 heavy-duty hydrogen FCET models either available or planned to be available by the mid-2020s, as of March 2022.⁹ These models are offered with different battery capacities and electric ranges making them suitable for various trucking vocations.

The remainder of this section will describe where the technology stands today, and how it is envisioned to evolve over the next 10 – 15 years considering upcoming regulatory actions and industry announcements. A summary of this is illustrated in Figure 7.

Figure 7 - Progression of Technology Development over the next 10 years¹⁰



⁸ CALSTART. (n.d.). The Beachhead Strategy. In *Global Commercial Vehicle Drive to Zero*. Retrieved from <https://globaldrivetozero.org/about/program/>

⁹ CALSTART. Zero Emission Technology Inventory. Retrieved March 14, 2022, from <https://globaldrivetozero.org/tools/zero-emission-technology-inventory/>.

¹⁰ Diesel and Natural gas emission rates indicate NOx emission reductions due to engine improvements.

Diesel

For diesel trucks, the introduction of new engine and aftertreatment systems, combined with the use of renewable diesel, has led to significant reductions in both criteria and GHG emissions. Today, all new diesel engines sold across the U.S. are meeting a national NOx emission standard of 0.2 grams per brake horsepower hour (g/bhp-hr) and PM standard of 0.01 g/bhp-hr.¹¹ Compared to 1998 standards (4 g/bhp-hr for NOx and 0.1 g/bhp-hr) these standards are 20 times cleaner for NOx and 10 times cleaner for PM. In August 2020, CARB adopted its



proposed amendments to the exhaust emissions standards and test procedures for 2024 and subsequent model year heavy-duty engines and vehicles (also known as the Heavy Duty Omnibus regulation) that requires all California-certified heavy-duty engines of model year 2024-2026 to meet 0.05 g/bhp-hr NOx standard, with more stringent standards (0.02 g/bhp-hr) for the subsequent model years. With these standards on the book in California we expect to see cleaner diesel technology (i.e., 0.02 g/bhp-hr) to be commercially available nationwide in the next 3 – 5 years. In addition, the market for renewable diesel is growing in the U.S. and especially in California, as a result of the federal Renewable Fuel Standard as well as California's Low Carbon Fuel Standard (LCFS) Program. It is expected that production capacity could increase significantly through 2024, based on project announcements that either are currently under construction or could be in development soon.¹²

Natural Gas

Natural gas-powered trucks are another type of commercially available technology that, when compared to diesel trucks, can reduce criteria pollutants such as NOx and PM, GHG emissions, and most importantly fully eliminate diesel PM, one of the key sources of public health issues in communities near major freight facilities. In 2016, the first 0.02 g/bhp-hr certified natural gas engine was introduced by Cummins Westport Inc. As of February 2022, there are several low NOx-certified engine models and sizes that are available for sale in California.¹³ Please note that this list includes engines for both medium-duty and heavy-duty vehicles. In addition to low NOx engines, the use of renewable natural gas (RNG) is also an approach to reduce the environmental impacts of natural gas trucks. Lifecycle GHG emission reductions can be significantly improved when



¹¹ The U.S. EPA has also proposed a new rule that would set more stringent standards to reduce NOx and GHG emissions, beginning in vehicles with model year 2027. See: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-and-related-materials-control-air-1>

¹² U.S. Energy Information Administration. (2021, July 29). U.S. renewable diesel capacity could increase due to announced and developing projects. In Today in Energy. Retrieved from <https://www.eia.gov/todayinenergy/detail.php?id=48916>

¹³ California Air Resources Board. (n.d.). Optional Reduced NOx Standards for Heavy-duty Vehicles. In California Air Resources Board. Retrieved from <https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards>

natural gas trucks are powered by RNG. Domestic production of RNG began around 2005 with the majority of projects being landfill gas (LFG). As of 2021, agricultural RNG and LFG projects each made up approximately 50% of domestic RNG projects, with other potential feedstocks on the horizon such as diverted green waste. However, when it comes the use of RNG, there are many sectors that will be competing for this fuel. Not only can RNG be used in decarbonizing the transportation sector, but it is also envisioned to facilitate reduction of emissions in hard to electrify sectors such as heavy industry and buildings.

Hydrogen Fuel Cell Electric

Hydrogen fuel cell vehicles are largely still in technology development stages with demonstrations and pilots still ongoing. Hydrogen fuel cell transit buses are fully commercially available, but HD hydrogen trucks are still being developed and automaker-announced models generally have later timeframes for release compared to BETs. Due to their on-board hydrogen storage, hydrogen FCETs have a longer range, require fewer stops on long routes, can be fueled much faster, and have less risk of



Source: Toyota

lost cargo capacity compared to BETs. Through the Global Commercial Vehicle Drive to Zero Program, CALSTART has developed a list of heavy-duty FCETs that are currently available or expected to be available within the next few years. Currently there are eight hydrogen heavy-duty truck models announced to be manufactured over the next 2 - 3 years. Hydrogen powered trucks from Hyundai, Hyzon, Kenworth, Nikola and Navistar International Corporation are expected to be released through 2024, according to reported availability dates per CALSTART's Zero Emission Technology Inventory.¹⁴ The expected electric range for these vehicles spans between approximately 250 miles for the Hyundai Xcient to 900 miles for Nikola Two FCEV. Importantly, there is currently limited availability of hydrogen fueling infrastructure in LA County which is capable of serving Class 8 trucks. Significant hydrogen fueling infrastructure, and electric vehicle (EV) charging infrastructure for that matter, will need to be developed to accommodate future increases in the number of these trucks on the road. This topic is addressed in greater detail within Section 5.

Battery Electric

The readiness of Class 8 EVs varies depending on the vehicle's duty cycle, range requirements, and general application. As referenced in Figure 7, transit buses are farther along in the market followed by short-haul drayage, refuse and delivery trucks. However, Class 8, BET technology is still under development. While truck models are relatively more available for some drayage and short-haul applications, manufacturers are still working to produce



Source: Tesla

¹⁴ CALSTART. Zero Emission Technology Inventory. Retrieved March 14, 2022, from <https://globaldrivetozero.org/tools/zero-emission-technology-inventory/>.

models with longer range capabilities. Class 8 trucks with shorter and more predictable routes are suitable candidates for early deployment EVs. These duty cycles do not need EVs with significantly high ranges (with the exception of routes with several turns and shifts), and the return to base and local operations of these vehicles make charging infrastructure deployment less complicated compared to longer range and more energy intensive applications. With that said, all heavy-duty vehicles are in the early market entry stage of commercialization. A January 2022 report by CALSTART indicates that there had been 47 heavy-duty zero emission truck deployments across the United States as of December 2021, not including pending truck orders.¹⁵ Of the 20 electric models reported by the Drive to Zero Initiative, ranges vary from as low as 56 miles with BYD 8R refuse trucks to as high as a projected 500 miles for the Tesla Semi (Long-Range Edition). While the reported availability years for some of these trucks are noted as 2021 or 2022, production of these vehicles may have been delayed due to supply chain issues caused by the pandemic or for other issues faced by the manufacturers. Though most manufacturer targets commit to fossil-free vehicles without prescribing to a specific technology, it is likely that manufacturers will provide more BET offerings than hydrogen FCETs due to the size of the current and expected near-term BET market (25 vehicle offerings) in comparison to the hydrogen truck market (8 vehicle offerings), as well as the expected pathway for commercialization (favoring short-haul routes first) and BETs business case advantage over FCETs for shorter routes.

Another important consideration is the cost of zero emission Class 8 trucks and how the costs compare to conventional diesel and natural gas trucks. One useful framework for assessing the cost to own and operate a vehicle is total cost of ownership, which considers the capital cost to purchase the vehicle (including taxes) and the infrastructure, as well as operating costs, including fuel and maintenance. Specifically, the TCO helps to understand the economics of a vehicle over its lifecycle, and offers a framework to compare different truck technologies with each other (e.g., BETs compared to diesel trucks). Three TCO studies were reviewed for this project, including those conducted as part of CARB's ACT¹⁶ and ACF¹⁷ rulemakings, as well as one ICF conducted as part of a study for the California Electric Transportation Coalition (CaETC).¹⁸ As shown in Figure 8, this literature review suggests that multiple studies project battery electric Class 8 trucks used on short-haul routes to have lower average lifetime TCO than other fuels.¹⁹ Importantly, this figure is showing average results; whether one truck technology is more or less costly than the other will depend on several factors, including the purchase price of the truck, the cost of infrastructure, the

¹⁵ Al-Alawi, B. M., MacDonnell, O., McLane, R., & Walkowicz, K. (2022, January). Zeroing In On Zero Emission Trucks. In CALSTART. Retrieved from https://calstart.org/wp-content/uploads/2022/02/ZIO-ZETs-Report_Updated-Final-II.pdf

¹⁶ CARB. (2019, February 22). Appendix H Draft Advanced Clean Trucks Total Cost of Ownership Discussion Document. Retrieved from <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2019/act2019/apph.pdf>

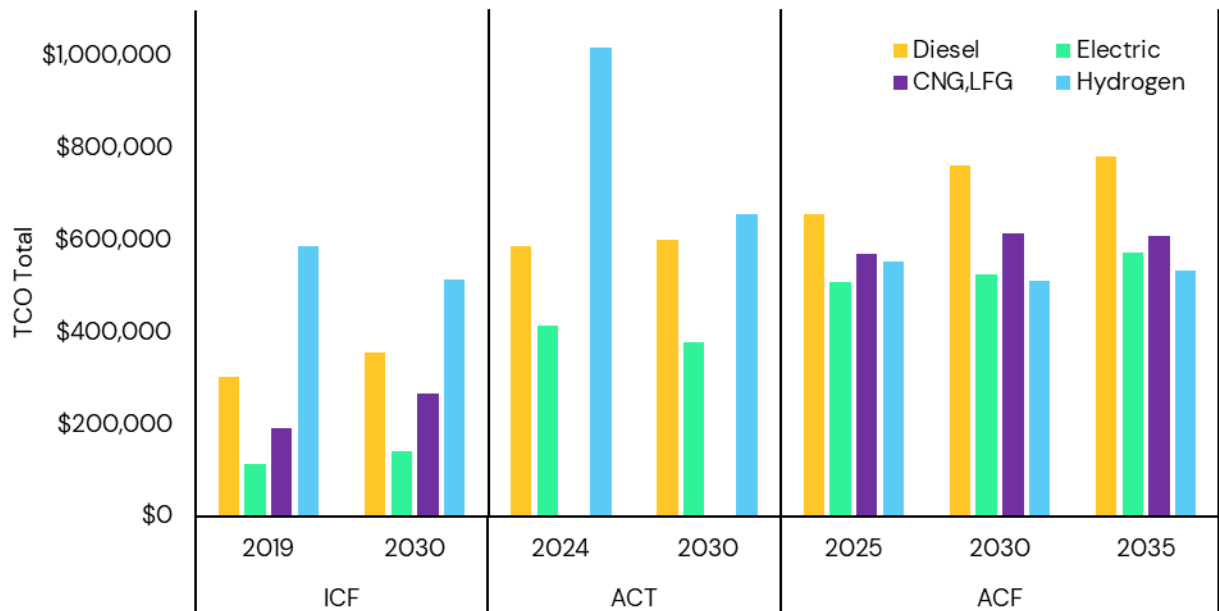
¹⁷ CARB. (2019, February 22). Appendix H Draft Advanced Clean Trucks Total Cost of Ownership Discussion Document. Retrieved from <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2019/act2019/apph.pdf>

¹⁸ ICF. (2019, December). Comparison of Medium- and Heavy-Duty Technologies in California. Retrieved from https://caetec.aodesignsolutions.com/assets/files/ICF-Truck-Report_Final_December-2019.pdf

¹⁹ Some studies reviewed include incentives within their respective cost analyses. See the technical report which is associated with this final report and titled *Vehicle Technology Readiness, Market Acceptance, Commercial Availability, and Estimated Costs* for more details.

truck’s operations, fuel costs, maintenance costs, and whether or not incentives are factored into the calculations. It is important to note, however, that TCO studies make a number of assumptions which influence the final results. Total cost of ownership is highly dependent on several factors, such as the type of truck purchased, truck purchase prices, daily mileage, truck fuel economy, fuel prices, maintenance costs, the inclusion of incentive funding, and general operational characteristics for the truck. Results may vary depending on these assumptions and across different studies.

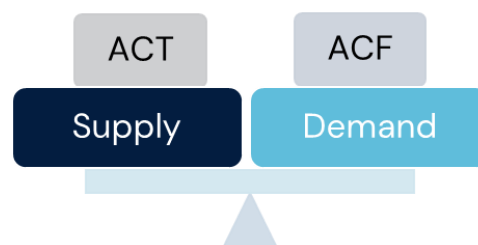
Figure 8. Reviewed TCO Analysis Results – Class 8 Trucks Used on Short-Haul Routes²⁰



²⁰ To see more detail on each study’s assumptions and results, please refer to the technical report associated with this final report that is titled *Vehicle Technology Readiness, Market Acceptance, Commercial Availability, and Estimated Costs*.

4 Vision for Class 8 Truck Technology

To accelerate adoption of zero emission trucks in California, the state has recently adopted several regulations which require both the supplier of the trucks (i.e., manufacturers) to sell zero emission trucks in California and Californian consumers (i.e., fleets) to purchase those trucks. Therefore, these regulations are intended to both increase the supply of zero emission trucks and induce consumer demand.



On the supply side, the ACT regulation is a manufacturers ZEV sales requirement which applies to vehicles with a GVWR greater than 8,500 lbs. (Classes 2b through 8) and manufacturers with greater than 500 annual California sales²¹. The regulation requires manufacturers to produce and deliver zero emission trucks in California. By 2035, the regulations will require 55 percent of Class 2b-3, 75 percent of Class 4-8 vocational (i.e., any class 4- 8 trucks excluding class 7-8 tractors), and 40 percent of Class 7-8 tractors sold in California to be zero emission. CARB adopted the ACT regulation in June 2020 with the first sales requirement kicking in 2024. Upon the adoption of the ACT regulation in California, 15 states and the District of Columbia announced a joint memorandum of understanding (MOU), committing to work collaboratively to advance and accelerate the market, with the goal of reaching 100 percent of all new MD/HD vehicle sales to be zero emission vehicles by 2050, and with an interim target of 30 percent zero emission vehicle sales by 2030.

In the meantime, CARB is working on a complementary regulation to create consumer demand for zero emission trucks in California. The ACF regulation, planned for board consideration in fall 2022, seeks transition of fleets to zero emission vehicles and will focus on setting two major ZE truck requirements. The first is a ZE vehicle purchase schedules for public fleets. The second is 100% ZE requirements for drayage and high priority/federal fleets²². Beginning 2024, a large fraction of heavy-duty vehicles operating in California would be subject to the following requirements:

- a) **State and Local Government Fleets:** From 2024 through 2026, at least 50% of new public vehicle additions must be ZE vehicles, and the 100% of new purchases should be ZE starting in 2027.
- b) **Drayage Fleets:** Beginning in calendar year 2024, new drayage trucks added to Port registries must be ZE, and all drayage trucks must be ZE by 2035. The ACF regulation notes that legacy drayage trucks (i.e., diesel and natural gas drayage trucks) may enter the Port registry prior to 2024 and operate to the extent of their useful life, but not past 2035.
- c) **High Priority and Federal Fleets:** California heavy-duty truck fleets are high-priority if: 1) the fleet has 50 or more vehicles, or 2) the fleet earns \$50 million in gross annual revenue – otherwise, the fleet is not subject to this regulation. Similar to drayage trucks, starting 2024,

²¹ Manufacturers with less than 500 annual California sales are exempt, but may opt-in to earn credits for selling ZEVs.

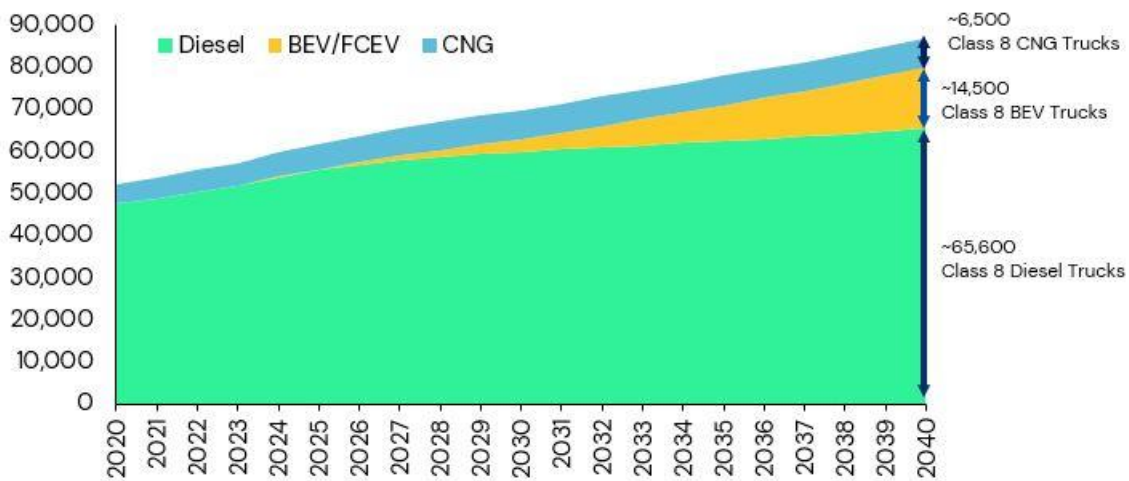
²² South Coast Air Quality Management District. (2022). *Draft Air Quality Management Plan*.

<http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/draft2022aqmp.pdf?sfvrsn=12>

high priority fleets can only add ZEVs to their fleets and legacy ICE vehicles have until the end of their useful life to transition to ZE. The proposed ACF regulation also provides another compliance option wherein which fleets are not restricted from procuring ICE vehicles after 2024, but are required to hit pre-established ZEV milestones each year.

According to CARB’s estimates, by 2050, almost two-thirds of the trucks operating in California are supposed to be zero emission. It is expected that the ACT and ACF regulation are going to drastically change the mix of Class 8 truck technologies in LA County. To project that mix, the project team utilized the EMFAC2021 model to establish a fleet and emissions inventory under baseline conditions between calendar years 2020 through 2035. Under this baseline scenario, the EMFAC2021 model already reflects the impact of adopted regulations, including ACT sales requirements, HD Low-NOx Omnibus standards, and the Truck and Bus Rule. The projected Class 8 truck population by fuel type is shown in Figure 9. Under the baseline scenario, an overwhelming majority of Class 8 trucks are projected to use diesel fuel. Under this scenario, by 2035, 80% of all Class 8 trucks would be diesel powered, whereas only 10% of all Class 8 trucks would be zero emission as a result of ACT and other already adopted regulations.

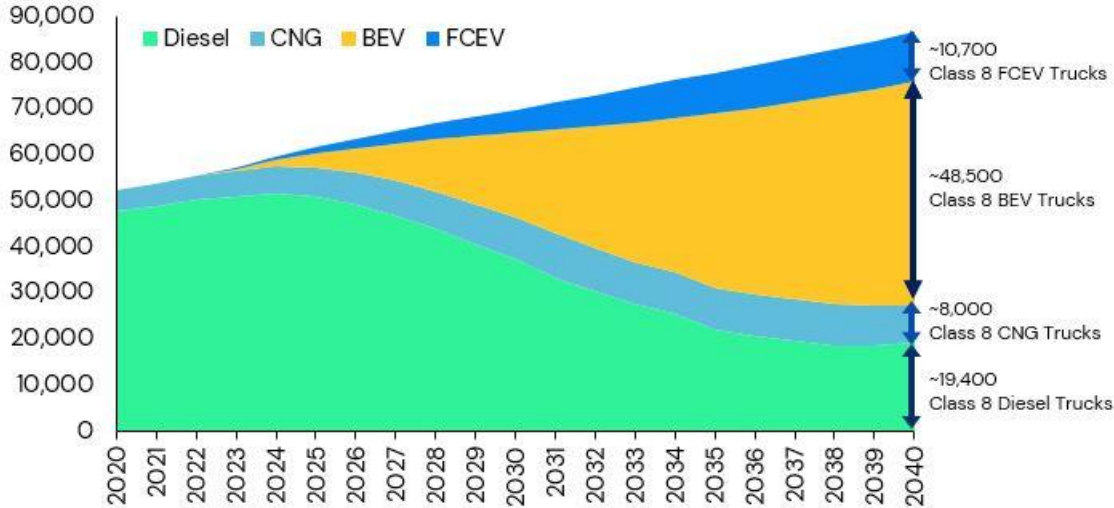
Figure 9. Projected Class 8 Truck Population by Fuel in LA County – Business as Usual



To reflect the impact of the ACF regulation, the project team modeled a separate scenario and applied the ACF’s proposed regulatory requirements to LA County’s baseline fleet and emissions inventory to determine the resultant Class 8 truck technology mix between 2020 through 2040 (the ACF Scenario)²³. The overall LA County Class 8 truck population by fuel type based on an ACF scenario is shown in Figure 10. As a result of ACF, the project team anticipates that in 2035, the Class 8 diesel truck population would decrease by 70% when compared to the baseline scenario, while the number of zero emission technologies would increase by a factor of five.

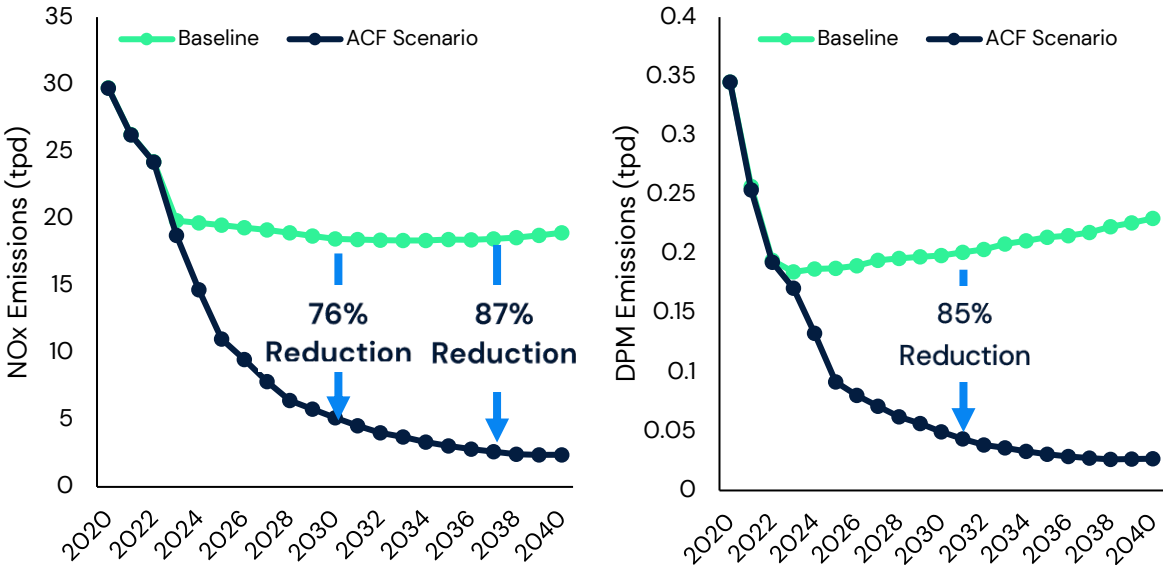
²³ More details on the methodology to reflect ACF regulation is provided in the technical report which is associated with this final report and titled *Projected Changes to Technology Mix from Existing and Proposed Regulations, and Resulting Benefits to Air Quality and Public Health*.

Figure 10. Projected Class 8 Truck Population by Fuel under ACF Scenario in LA County



The project team also modeled the emission reductions projected to occur due to the change in LA County’s Class 8 truck technology mix under both scenarios (Baseline and the ACF Scenario). The assessment considers NOx and DPM emission reductions expected from the HD I&M and proposed ACF regulations, and emission reductions are assumed to be proportional to decreases in the diesel truck population. LA County’s projected NOx and DPM emissions by scenario are shown in Figure 11.

Figure 11. Projected NOx and DPM Emissions by Scenario in LA County



As shown, the projected technology mix for Class 8 trucks in the ACF Scenario is estimated to result in NOx reductions of 76% from the 2031 baseline and 87% reductions from the 2037 baseline, which are key attainment dates for federal ambient air quality standards for ozone in the South Coast Air Basin. By calendar year 2040, NOx emissions from Class 8 trucks in LA County would be as low as 2.5 tons per day, nearly 10 times smaller than baseline emissions in the same

year. With respect to DPM emissions, the proposed technology mix is estimated to result in 29% reductions from the 2024 baseline and 85% reductions from the 2030 baseline.²⁴

To further elaborate on the public health implications of the proposed technology mix, the project team used the incidence-per-ton (IPT) methodology developed by U.S. EPA²⁵. Under this methodology, changes in emissions are assumed to be proportional to changes in health outcomes. Considering that health outcomes of exposure to PM2.5 are much more significant than ozone, in this study, the project team focused our assessment on health benefits of reducing directly emitted PM2.5, and PM2.5 precursors (i.e., NOx). This is also similar to the methodology that CARB uses when quantifying the health benefit of regulations. For the purpose of this report, we quantified values associated with four health outcomes, including:

- Mortality
- ER Visits for Respiratory Issues
- Hospital Admissions for Respiratory Issues
- Work Loss Days.

As illustrated in Figure 12, between 2024 and 2040, the projected technology mix in the ACF Scenario, combined with the reduction in emissions resulting from the HD I/M regulation, is estimated to result in approximately 511 – 524 less mortality, 285 fewer respiratory related ER visits, 57 fewer respiratory related hospital admissions, and almost 75,000 fewer work loss days in LA County. Please note that for mortality rates, U.S. EPA IPT factors provide a low and a high range.

Figure 12. Cumulative (2024-2040) health benefits associated with emissions reductions from Class 8 trucks in LA County



 **5 Billion
in Health
Benefits**

In addition to quantifying the health benefits, the project team also quantified the economic value of avoided health impacts using the U.S. EPA's benefit per ton (BPT) values, which represent the monetized value of avoided health outcomes associated with reduced exposure to PM2.5. These values are reported in 2016 dollars. Using these assumptions, the project team estimated that

²⁴ LA Metro's 2020 Sustainability Strategic Plan set a target to reduce total PM emissions 62 percent from the 2018 baseline by 2030. See: <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-03/LA-Metro-Sustainability-Strategic-Plan-2020.pdf>

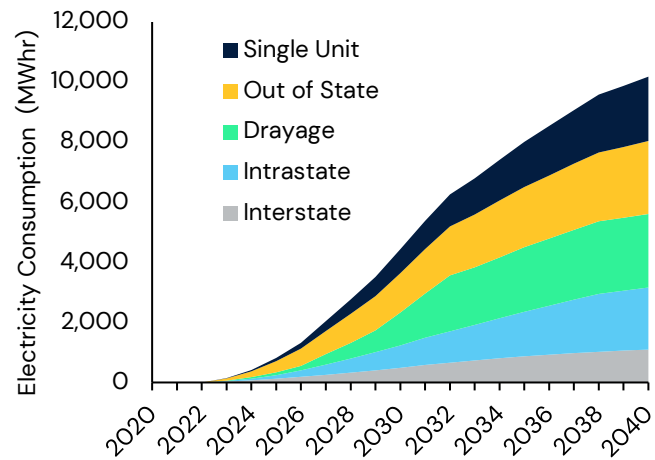
²⁵ U.S. Environmental Protection Agency. (2022, January 13). Estimating the Benefit per Ton of Reducing Directly-Emitted PM2.5, PM2.5 Precursors and Ozone Precursors from 21 Sectors. In Benefits Mapping and Analysis Program (BenMAP). Retrieved from <https://www.epa.gov/benmap/estimating-benefit-ton-reducing-directly-emitted-pm25-pm25-precursors-and-ozone-precursors>

the technology mix presented could result in avoided health costs of approximately \$5 billion in LA County.

5 Charging and Fueling Infrastructure

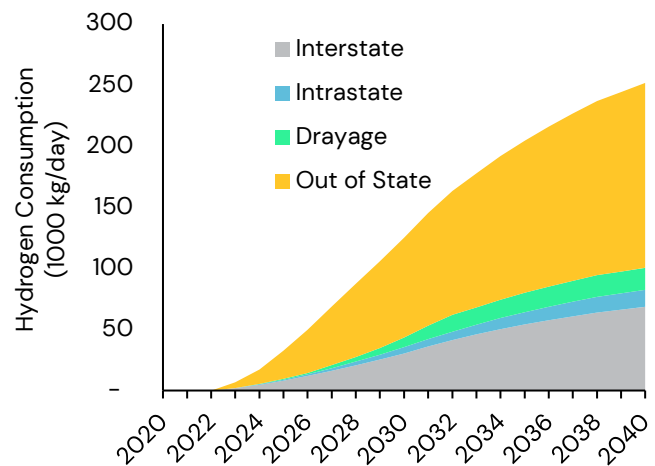
The projected vehicle technology mix, as discussed earlier in Section 4, was used to estimate the shift in charging and fueling demand through 2040, reflecting the displacement of diesel trucks largely by battery and hydrogen powered vehicles. Under the ACF scenario the project team estimated that electricity consumption for Class 8 BETs will increase to ~10,000 MWh per day by 2040. The share of electricity consumption across the five vehicle categories is projected to be relatively similar, with interstate vehicles having the lowest consumption and drayage trucks having the highest consumption. Figure 13 shows the estimated electricity consumption from Class 8 BETs over the timeframe of this analysis.

Figure 13 - Estimated Class 8 Electricity Consumption in LA County



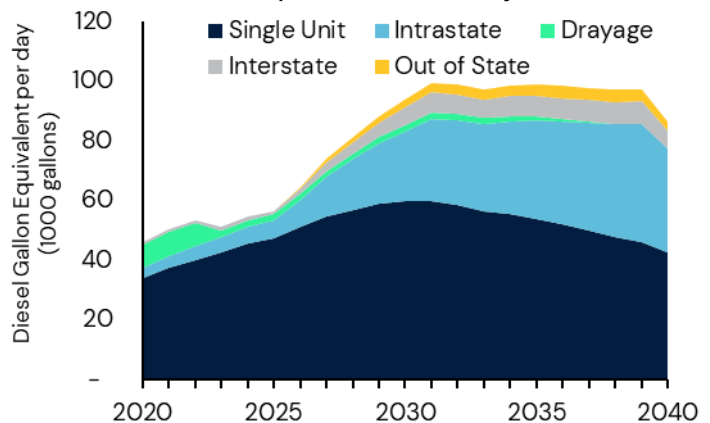
In addition to electricity consumption, the project team also estimated that with the increased adoption of the Class 8 FCETs, there will be a need for up 260,000 kg per day of hydrogen supply in LA County solely for Class 8 trucks. When comparing projected hydrogen consumption across the five vehicle categories, Out of State trucks are expected to consume the majority of hydrogen, followed by interstate trucks. This is no surprise when considering the unique challenges that BETs face with interstate operations, leading hydrogen powered trucks to have a better business case for long-haul operations. Figure 14 shows the estimated hydrogen consumption from Class 8 FCETs over the timeframe of this analysis.

Figure 14 - Estimated Class 8 Hydrogen Consumption in LA County



Similar to electricity and hydrogen, the project team also estimated the increased demand of natural gas (CNG and RNG) resulting from the adoption of low NOx natural gas vehicles in fleets that are currently untouched by the ACF regulation. According to our analysis, natural gas consumption from Class 8 trucks is also estimated to increase (Figure 15) from 50,000 diesel gallons equivalent (DGE) to almost 100,000 gallons in 2030. Single unit and California-registered intrastate trucks are expected to comprise the majority of future natural gas consumption, while California-registered interstate and Out of State trucks are expected to remain at low levels, and natural gas drayage trucks completely phasing out by 2035 due to the ACF requirements.

Figure 15 - Estimated Class 8 NGV Natural Gas Consumption in LA County



The next step of this analysis used the charging and fueling demand above to estimate the number and type of charging and fueling stations required to meet demand. For Class 8 electric trucks it is assumed that each vehicle category, with the exception of Out of State trucks, will exhibit the same fleet distribution as is provided by CARB’s fleet database, that is, the number of fleets which contain certain quantities of trucks (e.g., X fleets contain 10-20 trucks). For charging access, this analysis assumes three types of charging access options for electric trucks: Private, Public (Opportunity/Fast), and Public (Overnight). Charging stations deployed within private depots are assumed to charge trucks overnight for 10 hours. Public (Opportunity/Fast) is defined as publicly accessible charging stations meant to provide fast charging. A charging dwell time of 1 hour is assumed for these chargers. Lastly, public (overnight) is defined as charging stations provided at parking lots or truck stops which allows certain fleets (e.g., owner-operators who do not have access to depot charging) to charge their vehicles overnight for a period of 10 hours.

The project team also made some assumptions regarding the number of trucks that a single charger port (also referred to as a plug) can serve. It is assumed that private charging will have a 1:1 truck-to-port ratio, though it is acknowledged that fleets may be able to increase this ratio and not require a dedicated port for each truck. For public overnight charging, a 2:1 ratio is assumed, and for public fast charging a 6:1 ratio is assumed, based on information from the 2021 report prepared for the Port of Long Beach entitled Fueling the Future Fleet: Assessment of Public Truck Charging and Fueling Near the Port of Long Beach.²⁶

Fifty percent of trucks in California-registered fleets which have 4-10 vehicles and all trucks in fleets with fewer than 4 vehicles are assumed to require public overnight charging; it is assumed that these trucks may be owned by fleets that either do not have a depot to house charging infrastructure or that they have limited facilities and space to develop private charging infrastructure. All Out of State trucks are also assumed to require public overnight charging at

²⁶ Port of Long Beach. (2021, September). Fueling the Future Fleet: Assessment of Public Truck Charging and Fueling Near the Port of Long Beach. <https://polb.com/environment/our-zero-emissions-future/#program-details>

some time; while these trucks may not dwell in LA County overnight in all cases, we assume that the public overnight charging infrastructure will be available to them when needed. All other California-registered trucks are assumed to rely only on private charging infrastructure. Additionally, it is assumed that all Class 8 electric trucks may have a need for public fast charging at some point during their lifetimes. While all trucks may not use public fast charging regularly, we assume that it will be available to all. Of course, this public infrastructure may not be completely public due to security and logistical concerns; arrangements and agreements may need to be established between infrastructure providers and fleets before access is granted. Nevertheless, for the purpose of estimating infrastructure demand, we assume that all trucks may require access to public or semi-public fast charging at some time.

To understand the charger power output levels necessary for accommodating charging demand, we first identified the battery pack sizes of Class 8 electric trucks on the market today and those planned for launch in the near future. Using the average daily vehicle miles traveled (VMT) estimated from EMFAC2021, BET battery pack data from ICF’s EV Model Library²⁷, and the dwell time assumptions described earlier, we estimated the electric vehicle supply equipment (EVSE, also known as the charger) output power level that may be needed for each charging station access type. A full charge is assumed to be from a 20 percent to 80 percent battery state of charge.

Table 1 shows the estimated EVSE output power level for each vehicle category depending on whether a vehicle charges at a public charger, private charger, or a public overnight charging facility.

Table 1 - Estimated EVSE Power Levels (kilowatts, kW) by Vehicle Category and Charger Access Type

Vehicle Categories	Public (Opportunity/Fast)	Private	Public (Overnight)
Out of State	660	-	70
CA Intrastate	250	25	25
CA Interstate	660	70	70
CA Drayage	300	30	30
Single Unit	140	13.8	13.8

Using the estimated power levels illustrated in Table 1, the cumulative number of charging ports by power level was estimated for every 5-year increment as shown in Table 2. In this case, the word cumulative indicates that the number of ports is cumulative by scenario year. For example, 3,832 plugs of chargers that are less than 19.2 kW are estimated to be needed between 2035 and 2040 (12,824 minus 8,992).

²⁷ ICF maintains an up-to-date inventory of current and future electric vehicles, including cost, range, and battery size.

Table 2 – Cumulative (by Scenario Year) Number of Charging Ports Estimated to be Needed for Class 8 Trucks in Los Angeles County, by Power Level and Year

Scenario Year	<19.2 kW	20-30 kW	70-150 kW	250-360 kW	600+ kW	Cumulative Total
2025	638	1,065	799	222	188	2,912
2030	4,735	6,660	3,409	1,388	680	16,873
2035	8,992	16,148	5,829	3,366	1,091	35,426
2040	12,824	19,487	7,569	4,062	1,345	45,286

As is the case for BET charging infrastructure, the scale and type of hydrogen fueling infrastructure required will vary depending on several variables and assumptions. Importantly, as is the case with other fuel types discussed previously, some share of trucks in LA County are expected to rely on hydrogen fueling stations that are private access, some will rely on stations that are public access, and others may use both types of stations. The analysis below does not make any assumptions regarding the share of private- versus public-access stations, and instead shows total infrastructure estimates.

Table 3 shows the estimated demand for hydrogen fuel on any given day based on the technology scenario described in the previous section (note that these numbers are the same as one shown in Figure 14).

Table 3 - Estimated Hydrogen Demand on Any Given Day (kg/day)

Year	Truck Category				Totals
	CA Interstate	CA Intrastate	CA Drayage	Out of State	
2020	0	0	15	0	<u>15</u>
2025	9,446	1,543	642	21,033	<u>32,664</u>
2030	35,766	10,149	6,924	74,371	<u>127,210</u>
2035	63,684	20,247	13,535	113,439	<u>210,906</u>
2040	80,557	28,131	15,386	137,788	<u>261,862</u>

To estimate the number of hydrogen fueling stations, the project team assumed a range of fueling station capacity, and conducted a bounding analysis to estimate the range of fueling stations that may need to be deployed to meet the hydrogen demand from Class 8 FCETs. Specific to this analysis, our project team assumed fueling station capacities ranging from 1,000 to 5,000 kg per day. With that assumption in mind, Table 4 shows the estimated number of hydrogen fueling stations required to meet the demand at various station size scenarios. Naturally, as station throughput increases, the estimated number of required stations decreases. According to the project team estimates, as low as 52 and high as 262 hydrogen fueling stations may be needed to meet the demand from Class 8 trucks in 2040.

Table 4 - Estimated Number of Hydrogen Fueling Stations Depending on Station Throughput

Throughput Capacity in kg/day	Estimated Number of Stations by Year and Scenario				
	2020	2025	2030	2035	2040
1,000	0	33	127	211	262
2,000	0	16	64	105	131
3,000	0	11	42	70	87
4,000	0	8	32	53	65
5,000	0	7	25	42	52

As stated previously, some share of hydrogen FCETs are likely to rely on private fueling infrastructure instead of public fueling stations. While the exact number of trucks expected to prefer private infrastructure is unknown,

Table 5 below shows an example of how the number of required public fueling stations would decrease as a result. In this example, we assume that 35% of California-Registered Interstate, Intrastate, and Drayage trucks use public stations, along with 100% of Out of State trucks.

Table 5 - Example of a Partial Need for Public Infrastructure - Estimated Number of Public Hydrogen Fueling Stations Required (100% of Out of State Trucks and 35% of all other California-Registered Trucks Assumed to Require Public Infrastructure)

Throughput Capacity in kg/day	Estimated Number of Stations by Year and Scenario				
	2020	2025	2030	2035	2040
1,000	0	25	93	148	181
2,000	0	13	46	74	91
3,000	0	8	31	49	60
4,000	0	6	23	37	45
5,000	0	5	19	30	36

While the focus of this analysis is primarily on zero emission Class 8 trucks; the project team also assessed the increased demand of natural gas as a result of deployment of low NOx natural gas trucks. According to our analysis, between 19 and 77 natural gas stations may be needed across LA County to meet the projected demand for natural gas refueling, depending on the throughput of the station. As there are currently 82 CNG and LNG stations in LA County, it is expected that these will likely serve a significant portion of demand, however approximately 65% of those stations are private so some public natural gas fueling infrastructure development may be necessary in the future.

Utilizing the estimated number of charging and fueling stations for each technology, the project team estimated the cost for infrastructure deployment between 2025 and 2040 for every 5-year increment. These timeframes were selected to guide the investments needed in the immediate (i.e., 2025), short-term (i.e., 2030), medium-term (i.e., 2035), and long-term (i.e., 2040) timeframes.

The primary costs associated with building charging stations include hardware, installation, permitting, and engineering review and drawings. Further capital costs may include costs associated with land acquisition, electric utility distribution grid equipment upgrades, and upgrades to site-level make-ready infrastructure. It should be noted that installation cost reductions can be realized when installing more than one charging stations per site; however, this assumption was not included in this cost analysis for simplicity. The analysis herein only includes the estimated costs of charging equipment and installation; it does not include the costs associated with land acquisitions, engineering and design, permitting, utility-side electric grid infrastructure upgrades, or site-level make-ready infrastructure upgrades. Importantly, capital costs for charging infrastructure development are likely to be highly variable from one project to the next. The analysis herein is meant to provide a rough estimate of costs using average unit cost data that is publicly available.

Charging station deployment cost estimates were calculated using the cumulative number of charger ports by power level presented earlier in Table 2. It is assumed that 19.2 kW charging stations will incur average Level 2 hardware and installation costs; 20kW to 30 kW stations are assumed to incur low-cost DCFC hardware and installation costs; 70 kW to 150 kW stations and 250 kW 360 kW stations will experience medium- and high-costs, respectively. DCFC with power output exceeding 360 kW do not appear to be commercially available yet. However, cost estimates have been made; costs for DCFC with output power levels exceeding 360 were

assumed to be \$375,000 for hardware and \$175,000 for installation, per a March 2021 report prepared by Gladstein, Neandross, & Associates (GNA) for the Environmental Defense Fund (EDF).²⁸ Actual costs may vary as this technology is made commercially available in the future. Charging stations costs shown in Table 6 are cumulative, showing the total cost by scenario to expand the charging network for Class 8 electric trucks. In this case, the word cumulative indicates that the estimated charging infrastructure costs are cumulative by scenario year. For example, \$33 million of infrastructure investment is estimated to be required between 2035 and 2040 for chargers that are less than 19.2 kW in output power (\$90 million minus \$63 million).

Table 6 – Cumulative (by Scenario Year) Charging Infrastructure Costs (million \$)

Scenario Year	<19.2 kW	20-30 kW	70-150 kW	250-360 kW	600+ kW	Total
2025	\$4	\$18	\$57	\$40	\$103	\$222
2030	\$33	\$110	\$242	\$251	\$374	\$1,010
2035	\$63	\$266	\$414	\$609	\$600	\$1,953
2040	\$90	\$322	\$537	\$735	\$740	\$2,424

The estimated total charging infrastructure investment need for both private and public infrastructure is estimated to be \$222 million in 2025, \$1.01 billion in 2030, \$1.953 billion in 2035, and \$2.424 billion in 2040, cumulatively. Table 7 shows a breakdown of estimated costs in 2040 by charger output power level and by charger access type. These estimates suggest that approximately 62% of the total investment need is for public-access opportunity/fast chargers, 21% for private chargers, and 16% for public-access overnight chargers.

Table 7 Estimated BET Charging Infrastructure Costs in 2040 (million \$)

Charger Output Power Level	Public (Opportunity/Fast)	Private	Public (Overnight)	Totals
<19.2 kW	\$-	\$67	\$23	\$90
20-30 kW	\$-	\$241	\$81	\$322
70-150 kW	\$190	\$122	\$225	\$537
250-360 kW	\$735	\$-	\$-	\$735
600+ kW	\$740	\$-	\$-	\$740
Totals	\$1,665	\$430	\$329	\$2,424

The cost of hydrogen fueling stations, as mentioned above, does not make any assumptions for how many stations are private versus those that are publicly accessible. Instead, it only reports the estimated cost associated with the number of stations based on projected demand for hydrogen across truck categories. Table 8 shows the estimated capital cost to build the stations. These estimates show potential cost reductions through economies of scale; as the daily throughput of the stations increases, the total estimated cost to build the stations decreases. Importantly, stations of various sizes and capacities will be needed throughout Los Angeles

²⁸ Gladstein, Neandross, & Associates. (2021, March). California Heavy-Duty Fleet Electrification Summary Report. In Environmental Defense Fund. Retrieved from <https://blogs.edf.org/energyexchange/files/2021/03/EDF-GNA-Final-March-2021.pdf>

County. As illustrated, by 2040, there is estimated to be a need for as low as \$520 million and as high as \$1.3 billion in investment to deploy private and public hydrogen fueling stations.

Table 8 - Estimated Hydrogen Station Capital Costs Under Various Scenarios

Throughput Capacity in kg	Capital Cost Scenario	Estimated Hydrogen Station Capital Costs (in Millions)				
		2020	2025	2030	2035	2040
1,000	Low	\$0	\$165	\$635	\$1,055	\$1,310
2,000	Low	\$0	\$80	\$320	\$525	\$655
3,000	Medium	\$0	\$83	\$315	\$525	\$653
4,000	High	\$0	\$80	\$320	\$530	\$650
5,000	High	\$0	\$70	\$250	\$420	\$520


Altogether, our analysis indicates an estimated need for capital investment on the order of \$2.9 – \$3.7 billion by 2040 to deploy the needed zero emission infrastructure in LA County. The next section will describe the current incentive and grant programs available at the state and local level that could be leveraged to accelerate the adoption of both the vehicles and the needed charging and fueling infrastructure.

\$2.9 – 3.7 Billion
 Needed Investment for
 Zero Emission Infrastructure

6 Incentives & Grants

While policy actions such as ACT and ACF are key in accelerating the adoption of zero emission trucks in California, the full transition of California's Class 8 trucks to zero emission technology will not be possible without financial incentives. As described, current regulations, such as ACF, are primarily targeting public, drayage, federal, and high priority fleets, while smaller fleets that do not fall into any of these categories may be left unregulated. Additionally, California's regulations are only focusing on vehicle adoption, whereas the previous section made clear to the significant need to prepare and build charging and fueling infrastructure needed to support these vehicles. This is where incentive programs could play a significant role in facilitating this transition. Notably, California has already established several incentive programs that have been instrumental in facilitating the adoption of low-NOx and zero emission vehicles. Many of these incentives have been developed and administered by local and state agencies, such as CARB, CEC, and South Coast AQMD. This section describes a number of these programs. A list of the incentive programs that apply to Class 8 trucks and zero emissions infrastructure in LA County is provided in Table 9.

Hybrid and Zero Emission Truck and Bus Voucher Project (HVIP)

 HVIP is a point-of-sale incentive program that provides a voucher up to \$120,000 for zero emission Class 8 trucks or trucks with low-NOx diesel engines. At the time of writing this report, the program has supported the purchase of 1,700 natural gas and 1,500 battery-electric trucks since 2010, and over half of all voucher requests have come from disadvantaged communities seeking DPM reductions. Although HVIP has provided much needed resources for adopting clean technologies, it is one of California's most oversubscribed programs, a key issue especially for smaller fleets that do not have the resources to quickly apply for these grants and use them to transition their trucks to clean technologies. Additionally, HVIP cannot be stacked with other State-funded incentives, such as Carl Moyer.

Carl Moyer Program, Carl Moyer Voucher Incentive Program (VIP)

The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) provides incentives for cleaner-than-required on-road and off-road diesel engines and equipment. The program has focused on deploying the most advanced low-NOx and zero emission technologies and generates surplus emission reductions through their vehicle scrappage requirement. To date, about \$210 million has been allocated to on-road projects, which has resulted in replacement of 7,800 diesel engines across CA, eliminating more than 25,000 tons of NOx and volatile organic compounds (VOC) and 680 tons of DPM. Since the Carl Moyer program considers cost-effectiveness to calculate the amount of funding that can be allocated to projects, and conventional combustion trucks become cleaner over time, the lower emissions benefits have led to lower grant awards. Additionally, the scrappage requirement instills some aversion in fleet owners, especially small fleets, who lack resources to apply for funding and would prefer to sell old trucks rather than scrap them.



Additionally, the Carl Moyer VIP offers a streamlined funding option directed exclusively to smaller fleets with 10 vehicles or less to purchase cleaner vehicle replacements. Similar to the Carl Moyer

Program, zero emission projects in the VIP are eligible for a cost-effectiveness limit of up to \$500,000 per weighted ton and projects meeting the 0.02 g/bhp-hr or cleaner emission standard are eligible for a cost-effectiveness limit of up to \$200,000 per weighted ton.

Volkswagen Environmental Mitigation Trust for California

The Volkswagen (VW) Mitigation Trust provides capped funding opportunities to mitigate NOx emissions from heavy-duty trucks and support zero emission truck transitions at the Ports. The VW Trust offers up to \$85,000 in funding for Class 8 low-NOx trucks and up to \$200,000 for Class 8 zero emission trucks, including drayage trucks, waste haulers, dump trucks, and concrete mixers. Public and private fleets are subject to different eligibility criteria for replacement of current trucks for low-NOx and zero emission vehicles. Additionally, the VW Trust requires scrappage of the existing vehicle, and does not permit stacking other state-level funds.



Truck Loan Assistance Program

The Truck Loan Assistance Program offers financing opportunities to qualified small-business truckers who fall below conventional lending criteria and are unable to qualify for traditional financing for cleaner trucks. The loans are accessible to smaller fleet owners – trucking fleets with 10 or fewer heavy-duty vehicles and with less than \$10 million in annual revenue – to provide them with funding for low-NOx and zero emission technologies in compliance with the Truck and Bus rule. Loans from this program can be used to finance either one or multiple technologies, and loans can be combined with other incentive programs. According to CARB’s Draft 2022-2023 Funding Plan, as of May 13, 2022, about \$203 million in Truck Loan Assistance Program funding had been expended to provide about \$2.5 billion in financing to small business truckers for the purchase of over 39,500 cleaner trucks, exhaust retrofits, and trailers.

Clean Transportation Program

The CEC’s fuel and transportation portfolio includes public and private infrastructure development funding, planning grants, and workforce training to prepare workers for the clean transportation economy. As of December 2021, the CEC has invested more than \$1 billion in clean transportation projects, including charging and fueling infrastructure, advanced vehicle technologies, and workforce training. As part of the draft funding allocations for FY 2022-23, CEC has allocated more than \$160 million to support MD/HD ZEV infrastructure to address the need for rapid transition to ZE technologies across the state. Of this, \$30 million will be allocated to MD/HD ZE vehicles and infrastructure (Level 2 and DCFC), \$85 million is earmarked for drayage, \$30 million for transit, and \$15 million for school buses. Also in FY 2021-22, CEC allocated \$390 million for MD/HD vehicles, of which \$105 million was earmarked for drayage and infrastructure pilots, \$28.5 million for transit, and \$19 million for school buses.



Southern California Edison (SCE) Commercial EV Programs



SCE administers grant assistance and low-to no-cost electrical system upgrades to its customers. SCE's Transportation Electrification Advisory Services provides small- to mid-sized fleets (50 vehicles or fewer) with hands-on support in identifying and submitting applications for funding zero emission fleet transitions. To continue to support fleets as they prepare for

incoming zero emission vehicles, SCE's Charge Ready Transport Program provides make-ready charging infrastructure to support the installation of EV charging equipment for MD/HD vehicles. The Charge Ready Transport Program has an approved budget of \$342.6 million and a goal to enroll and support a minimum of 870 sites with 8,490 EVs procured or converted to electric. As of December 31, 2021, the Program was working with 139 sites, which includes applications under review as well as committed sites, that can potentially support over 4,200 MD/HD EVs.

LADWP Commercial EV Charging Station Rebate Program

LADWP is also offering its non-residential customers rebates for installation of EV charging infrastructure. This program, which is called the Commercial Electric Vehicle Charging Station Rebate Program, incentivizes the installation of EV charging station equipment, including Level 2 charging stations to charge light-duty EVs, DCFCs to charge light-duty EVs, and alternating current (AC) or direct current (DC) charging stations to charge MD/HD EVs. The program is open to all LADWP commercial customers operating a site (premises) with an active LADWP electric meter on a non-residential rate schedule. LADWP customers who receive these rebates must agree to keep charging stations in service for a minimum of five years. For MD/HD, the program currently pays up to \$125,000 per charging station with a maximum of \$500,000 per site.

Low Carbon Fuel Standard (LCFS)

The California LCFS is a regulatory program intended to reduce the carbon intensity of transportation fuels used in California via a credit trading system. As such, the program offers fleets the opportunity to earn revenue that can be put toward the operating costs of non-residential EV charging and hydrogen fueling stations. This is because EV chargers and hydrogen fueling stations deliver a low-carbon fuel to vehicles, and therefore, owners of chargers and hydrogen stations are eligible to earn LCFS credits based on the amount of fuel (electricity) dispensed. These credits may then be sold to fuel producers (who, under the program, must reduce the carbon intensity of their fuels or offset carbon by purchasing credits), yielding revenue that fleets can use to lower the costs of operating their electric and hydrogen trucks.

Table 9. Summary of Incentive Programs for Class 8 Trucks

Program	Incentive Structure	Eligibility	Funding Amount for Class 8 trucks
HVIP	Point-of-sale	Zero Emission or 0.01 g/bhp-hr engines	\$120,000 (Base)
Carl Moyer	Cost-effectiveness limit	Clean combustion and Zero emissions Requires scrappage	Up to \$160,000 for 0.02 engines Up to \$410,000 for ZE trucks
Carl Moyer VIP	First come first served	Fleets of 10 or fewer vehicles that have been operating at least 75% (mileage-based) in California during the previous 24 months	Up to \$160,000 for 0.02 engines Up to \$410,000 for ZE trucks
Community Air Protection (CAP) Incentives	Same as Moyer with no state caps for zero emission trucks	Follows Moyer guideline	Up to \$160,000 for 0.02 engines Determine based on C/E for ZE trucks
VW Mitigation Trust	First come first served	Class 8 Freight Trucks (including drayage trucks, waste haulers, dump trucks, and concrete mixers) – Public and private	Up to \$85,000 for 0.02 engines Up to \$200,000 for zero emission trucks
Truck Loan Assistance	Financing Assistance	Trucking fleets with 10 or fewer heavy-duty vehicles that are also designated as small business	Varies
ZE Drayage Truck & Infrastructure	Competitive solicitation	freight facilities qualify for the project including warehouses, distribution centers, sea/rail ports, intermodal, border points of energy, and other freight facilities	Funded both vehicles as well as charging infrastructure. A minimum of 50% of match funding is required (i.e., only pays up to 50% of the project cost). Maximum of \$500,000 per truck.
Clean Transportation Program	Competitive solicitation Block Grants First come first served	Public and private fleets of MD/HD vehicles as well as public charging and hydrogen fueling station developers	Between 50 – 75 percent of the project cost

Program	Incentive Structure	Eligibility	Funding Amount for Class 8 trucks
LADWP Commercial EV Charging Station Rebate Program	Rebates for charging station installation	LADWP commercial customers operating a site (premises) with an active LADWP electric meter on a non-residential rate schedule	Up to \$125,000 per charger with a maximum of \$500,000 per site.
Southern California Edison Grant Assistance	Grant Assistance	Small and mid-size fleets (<50 vehicles)	Provide grant assistance to small and mid-size fleets
Southern California Edison Charge Ready Transport	Make-Ready Rebates	Fleets of MD/HD vehicles who procure or convert at least two zero emission vehicles; SCE customer	Provide low-to no-cost electrical system upgrades and charging equipment rebates for customers procuring school or transit buses or for non-Fortune 1000 customers deploying infrastructure at sites located in disadvantaged communities. Customer-side of the meter make ready rebates will be the lesser of (a) 80 percent of the Participant's actual installation cost or (b) 80 percent of the average utility direct cost for installing the customer side make-ready infrastructure for the relevant sector.
LCFS	Credit based program	Non-residential EV charging and H2 fueling stations	Number of credits earned x Credit price

7 Barriers and Recommendations

This report has illustrated that full transition to zero emission Class 8 trucks in LA County is not trivial. Despite regulatory actions at the state level, combined with billions of dollars of incentive funding earmarked for zero emission heavy duty vehicles and infrastructure, there still exists significant barriers to full transition of more than 55,000 Class 8 trucks operating in LA County to zero emissions. As illustrated using the assumptions and scenario conditions outlined in this report, by 2040, the total number of charging ports required to meet demand from all Class 8 BETs is estimated to grow to more than 45,000 charging ports, of which approximately 26,000 may be located at private truck depots, 11,000 may be public ports for overnight charging, and more than 8,000 may be public ports for opportunity fast charging. According to the project team's estimates, deployment of such charging infrastructure could cost more than \$2.4 billion. A total of 52 (if assuming 5,000 kg/day/station) to 262 (if assuming 1,000 kg/day/station) hydrogen fueling stations (public and private) are estimated to be required by 2040 to meet Class 8 FCET demand. These hydrogen stations are estimated to have a capital cost between \$520 million and \$1.31 billion by 2040. Note that this only includes the cost of equipment and equipment installation; it does not account for the cost of land acquisition, design and engineering, permitting, or grid and site-level make-ready infrastructure upgrades. Aside from charging and fueling infrastructure, the lack of currently available zero emission truck models and their significantly higher upfront cost as compared to their counterpart diesel and natural gas trucks is another significant barrier inhibiting the accelerated adoption of these vehicles, especially by smaller fleets. Here in this section, we will highlight some of these barriers and provide recommendations on the actions that various agencies and stakeholders can take to help overcome them.

Availability and High Cost of Zero Emission Technology

Despite the current and expected near-term availability and benefits identified across zero emission Class 8 truck options, vehicle acquisition remains a challenge. High upfront costs for battery-electric trucks, FCET, and associated infrastructure are commonly cited as a primary barrier to increased deployment. A report produced by ICF for the CalETC found that as of 2019, the average battery-electric truck is \$312,000, which is \$177,000 more than its average diesel truck counterpart and \$147,000 more than its average natural gas counterpart. Additionally, the average FCET is reported to be \$440,000, which is \$305,000 more than its average diesel truck counterpart and \$275,000 more than its natural gas truck counterpart. Another significant barrier to adoption of clean truck technologies is the relatively recent onset of supply chain disruptions, delivery timelines, and inflationary pressures because of the COVID-19 pandemic and other geopolitical disruptions.



As described in Section 6, California offers a suite of incentive programs that provide funding towards the purchase of zero emission trucks, replacement of older diesel vehicles with cleaner technology and buildout of zero emission infrastructure. These funding programs have been instrumental in reducing the incremental cost of zero emissions trucks. However, despite significant investment by the State (almost \$5.2 billion over four budget years for MD/HD trucks), the funding needed to fully transition the state's MD/HD trucks to zero emission and buildout of

the necessary charging and fueling infrastructure to support them is much greater. Gaps in funding aside, larger fleets have a greater advantage in applying and procuring grants than smaller fleets. Small fleets represent approximately 30% of California's trucks, and yet they may have more challenges in transitioning to zero emission technologies using the current incentive portfolio. For example, incentives received from Carl Moyer are subject to federal and state income tax, reducing purchasing power. As another example, HVIP offers a point-of-sale incentive to lower the cost of MD/HD vehicles, but sales tax is assessed based on the pre-voucher price of each vehicle. For zero emission trucks with considerably higher retail prices than diesel or natural gas trucks, these sales taxes also add to the cost burden experienced by the vehicle owners. Adding on top of these challenges is the accessibility and cost of charging and fueling infrastructure. While a large fleet might have the ability to install chargers within their depot and utilize the revenue from the LCFS program to reinvest into EV purchases or EV infrastructure deployment, an owner-operator that does not own or lease a private depot would not have access to such revenues, due to their lack of private facilities at which to install the infrastructure.

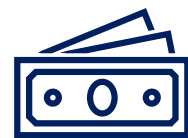
Recommendations



Leverage Public-Private Partnership Models: P3s involve a private partner who will finance initial capital costs of ZEV procurement or charging/fueling infrastructure, with private debt and equity, and receive returns on initial investment overtime once charging stations or vehicles are available for use.

P3s have been proven to be effective tools for rapid delivery of infrastructure projects and increasing the opportunities for innovation. There is a broad range of P3 delivery models with varying levels of public agency participation and risk transfer. Engaged stakeholders and end users could leverage the existing P3 procurement as well as vehicle and infrastructure as-a-service models (e.g., WattEV in POLB) to facilitate and speed up deployment of public fueling and charging infrastructure across major freight corridors (e.g., I-710) and accelerate the adoption of zero emission trucks within LA County.

Simplify existing structures of incentive and grant programs: As state agencies, such as CARB and CEC, examine options to offer greater funding opportunities to fleets, the project team's findings suggest that these programs have room for improvement by being more user friendly, particularly to enhance accessibility of these funds to small fleets. A study²⁹ found that while most fleets had used incentives in the past, their overall experience was inconvenient and administratively complex. If given a choice of just one government program to incentivize electric trucks, 38% of respondents said they would prefer no government incentive program. Those same respondents never chose an electric truck in their choice scenarios, and more than 50% of the study's respondents expressed that low-interest loan or lease options and purchase price rebates are preferable. Importantly, the study's authors stated that they had difficulty securing survey participants, and suggested that the respondents may be skeptical of electric trucks. These



²⁹ Giuliano, G., Dessouky, M., et al. (2020). *Developing Markets for Zero Emission Vehicles in Short Haul Goods Movement*. National Center for Sustainable Transportation: <https://rosap.ntl.bts.gov/view/dot/57579>

findings suggest that owner-operators seek simpler incentive programs, as well as multiple options for vehicle or infrastructure payment plans.



Provide technical assistance to small fleets: Similar to the owner-operator grant assistance program offered by SCE (which is only limited to SCE customers), a program that offers technical assistance in the form of grant application assistance, as well as post-grant activities such as contract execution and reporting, would be a value proposition to smaller trucking fleets as they apply for various state grants and incentives. Most of these smaller fleets and owner-operators may not have the essential resources to apply to these grants. Evaluation of end user perspectives reinforced that costs associated with ZEVs and infrastructure installation are the largest barriers to fleet transition. One opportunity for engaged stakeholders is to identify specific small truck fleet owners who are interested in procuring public/private BET charger rebates at the city-level (Los Angeles, Long Beach, Carson, Wilmington, etc.), and explore ways to offer technical assistance so that they can also pursue state grants and incentives towards zero emission vehicles. This could potentially lead to a prioritization queue based on proximity or impact to disadvantaged communities, working to increase charger access and ease air pollution burdens more quickly.

Access to Fueling and Charging Infrastructure

There are significant infrastructure deployment gaps that require more targeted consideration. LA County's Class 8 truck population is expected to transition from being fueled almost entirely by diesel, to a mix of conventional and low-NOx diesel, low-NOx natural gas, battery-electric, and hydrogen. The rapid deployment of Class 8 battery-electric trucks is expected to increase the electricity demand associated with these vehicles to 10,000 MWh per day by 2040. For Class 8 FCETs in LA County, hydrogen demand is expected to increase to nearly 250,000 kg per day by 2040. To fulfill the Class 8 truck electricity demand, it is estimated that there may need to be over 45,000 mixed types of electric charging ports added to the existing electric grid by 2040, which could cost more than \$2.4 billion. To fulfill the Class 8 truck hydrogen demand, it is estimated that there may need to be between 52 through 262 hydrogen stations added (depending on station throughput), which could cost between \$520 million and \$1.3 billion. In other words, in just LA County, it is estimated to cost between \$2.9 - \$3.7 billion to develop charging and fueling infrastructure by 2040, not including costs of land acquisition, grid upgrades, site-level make ready infrastructure development, design and engineering, or permitting. Additionally, site permitting and land acquisition for all the new infrastructure could significantly hold up infrastructure deployment.

7.1.1 Recommendations

Create public-access overnight charging lots for small fleets: One of the main concerns raised in the fleet perspectives research and the 710 ZE Truck Working Group is the challenge associated with smaller fleets and small businesses securing overnight charging sites. These small fleets may not have dedicated depots and will most likely rely on public charging/fueling infrastructures once they transition to ZE technologies. Currently, almost one third of Class 8 trucks registered in California belong to fleets of 1 – 3 vehicles, which will likely need to rely on overnight public charging infrastructure to meet their daily demands. This is a sizable need to be



addressed. Identifying mechanisms to provide public overnight charging lots for smaller fleets without depots is a critical element to a successful transition to Class 8 BETs. This approach would more directly address local, short-term needs for smaller fleets within LA County. For the long-term, LA Metro may consider coordinating with other major freight centers outside of LA County to determine how they can support the eventual deployment of regional and long-haul ZE trucks through strategically located and sized charging and fueling infrastructure. Discussions with other entities in the Western U.S. may yield opportunities to indirectly meet state air quality and climate goals, particularly where accelerated ZEV truck adoption would enable these facilities to generate LCFS credits or secure private investor funding.

For the near-term, prioritize key drayage and short-haul corridors for siting charging and fueling infrastructure, such as the I-710. To enable this, streamline permitting, site development requirements, and land acquisition requirements:

One of the significant issues which could bottleneck charger and fueling infrastructure deployment revolve around permitting processes and land acquisition. Every day, approximately 25,000 heavy-duty trucks travel



near the I-710 freeway, many of which are drayage trucks, especially between the port and SR-91 intersection. Considering that drayage trucks are expected to be among the first sectors of Class 8 trucks to undergo the transition to EVs (as a result of ACF regulation), building charging infrastructure across the I-710 corridor should be a high priority. Building public charging infrastructure would entail many elements including land acquisition, site readiness, equipment installation and operation. Because these processes involve multiple entities including landowners, fleet owners and operators, cities, and utilities, improving existing processes to streamline and eliminate inefficiency would be paramount to realizing the needed infrastructure implementation in a timely manner.

Long Beach-East Los Angeles Corridor Zero Emission Truck (ZET) Program Status Update

Planning and Programming Committee

June 14, 2023

File #2023-0294

Recommendations

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

Recommendation A

- Metro's policy objective: Leverage \$50 million in Board-approved seed funding (Hahn/Dutra, October 2021) to develop a Zero Emission Truck (ZET) Program within the LB-ELA Corridor with the goal of reaching a \$200 M funding target.
- Metro's ZET Working Group recommends the use of these funds to implement ZET charging/fueling Infrastructure as a short supply of supporting infrastructure would inhibit heavy-duty ZET adoption.
- LA Cleantech Incubator identified a site on Port of LA property for a ZET charging depot.
 - Estimated project cost is \$15 M.
 - Leverages \$1.5 M earmark from Rep. Barragan (CA-44).
 - Remaining funds: Port of LA / private source(s)
- Funding Source: Congestion Mitigation and Air Quality (CMAQ) Improvement funds
 - CMAQ will be from additional capacity beyond that allowed for transit operations per Board policy.

Recommendation B: LB-ELA ZET Working Group Updates

- LB-ELA ZET Program Principles and Preliminary Performance Measures
- Strategy for reaching \$200 M funding target: Immediate opportunities and project development
- Understanding the existing and anticipated demand for heavy-duty vehicle charging / fueling
 - Statewide demand: California Air Resources Board on the Advanced Clean Fleets Rule
 - LA County demand: Clean Truck Technology Comparative Report
 - LB-ELA Corridor demand: LACI I-710 Investment Blueprint for Heavy-Duty Charging Depots
- Data: Heavy-duty truck market segments and travel patterns
- Understanding freight industry operational needs for charging and fueling infrastructure
- Understanding community needs and desirable outcomes
- Investing in workforce development

Next Steps

- Potential near-term opportunities to leverage Metro funding
 - Mobile Source Air Pollution Reduction Review Committee (MSRC)
 - Federal Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
 - A tri-state application with Oregon & Washington led by CEC/Caltrans
 - Three sites within the LB-ELA Corridor included
 - If the LB-ELA Corridor projects received funding, Metro staff would seek Board approval to program seed funding towards those projects.
 - State SB1 Trade Corridor Enhancement (TCEP) Program FY2024 cycle and FY2026
 - Federal Infrastructure for Rebuilding America (INFRA) program, future CFI cycles
- Feasibility study to address infrastructure needs beyond immediate demand and develop preliminary concepts.



Board Report

File #: 2023-0202, **File Type:** Motion / Motion Response

Agenda Number: 13.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 14, 2023**

SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION ADDITIONAL GUIDELINES REVISIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

In February 2023, the Board approved several revisions to the Measure M Guidelines (Guidelines) and requested additional revisions and analysis via Motion 10.1 by Directors Hahn, Dutra, Butts, and Sandoval (Attachment A). This report presents the analysis, and requests approval to release newly revised draft Guidelines for public review and comment, per the Board approved Measure M Guidelines.

BACKGROUND

The Measure M Ordinance (Ordinance) requires local jurisdictions to pay three percent (3%) of the total cost of new major rail projects. The Measure M Guidelines adopted by the Board in 2017 (File# 2017-0280) guide Metro's implementation of this requirement. In April 2022, Motion 35 by Directors Hahn, Garcetti, Butts, and Dutra (Attachment C) requested that staff make several revisions to the Guidelines to for consistency and flexibility. Following public review, the Board approved these revisions in February 2023 and requested additional changes and analysis through Motion 10.1.

DISCUSSION

Guideline Revisions

Motion 10.1, Directives A, B, D, and E requested that staff make further revisions to the Guidelines. These revisions are summarized as follows, and are reflected in Attachment B.

- Directive A requested that the Guidelines clarify that jurisdictions owing a 3% contribution may receive credit for eligible improvements or actions taken by neighboring non-contributing jurisdictions. This would allow, for example, a jurisdiction to receive credit for qualifying First Last Mile improvements made by another jurisdiction along a corridor. This flexibility is already allowed, is consistent with the Ordinance, and has been added to the “Eligible Fund Contributions” section of the guidelines for clarity. The financial impact of this existing flexibility, to the extent that it incentivizes additional FLM improvements, will be a reduction in Metro’s ability to collect cash contributions in cases where a neighboring jurisdiction’s FLM improvement is the owing jurisdiction’s creditable contribution. This will increase the funding gap for the major project by the cost of the FLM improvement. Per the Guidelines, all other in-kind contributions must be included in the scope of work for the major project by 30% design.
- Directive B requests that eligible fund sources include Metro competitive grants, which were previously not allowed per the Guidelines. Allowing jurisdictions to use Metro competitively awarded grant funds would have no negative financial impact on the funding plan for the project, and the Guidelines have been revised accordingly.
- Directive D requests that the Guidelines clarify that projects separate from the current operable segment, or project elements added after 30% design, would not impact the contribution owed for the current operable segment. This approach is consistent with the Ordinance and several scenarios have been added to the “Program Methodology” section of the revised Guidelines for clarity.
- Directive E requests that the Guidelines clarify that potential contributions implemented by jurisdictions prior to 30% design may count toward their contribution. This flexibility is already allowed, is consistent with the Ordinance and has been added to the “Eligible Fund Contributions” section of the guidelines for clarity. In some cases, this flexibility could extend to improvements made by jurisdictions well in advance of the transit project. When Metro treats these improvements as creditable elements of the transit project scope rather than baseline conditions, the resulting financial impact will increase the funding gap for the major project in the amount of the previously completed eligible improvement.

The above changes and clarifying revisions to the Guidelines will be circulated to the public via mass email for a 30-day review period beginning June 23, 2023. Any comments received will be incorporated as needed into the final Guideline revisions which will be presented for Board consideration and approval in September 2023. Accompanying the revised Guidelines is an updated 3% Contribution Fact Sheet (Attachment D).

Analysis of Excluding Regionally Significant Project Elements

Directive C in Motion 10.1 requested that staff “evaluate a way to exclude the costs associated with regionally significant project elements - such as a new I-105 C Line station on the C Line (Green) or a Maintenance and Storage Facility (MSF) on the Gold Line Eastside Phase 2 - from the total project’s cost’s 3% local contribution calculation.” While the request for this analysis does not make any immediate changes to the Guidelines, the effect of ultimately implementing this change would be far-

reaching with significant financial and schedule impacts. If the Board requests additional changes to the Guidelines in this area, it may impact Metro's ability to collect contributions for several eligible projects, which would delay this necessary financial support and potentially delay project delivery.

The Measure M Ordinance applies the 3% contribution requirement to the "total project cost" for all projects coded "T" in the Expenditure Plan. The total project cost would include all elements of the rail corridor project, such as stations, guideways, traction power, and maintenance and storage facilities. The Ordinance also gives the Board discretion to apply, or not apply, the sales tax withholding remedy in situations where a jurisdiction does not fulfill the contribution obligation. Through this discretion, the Board could exclude all or portions of the capital project from the 3% contribution cost basis. Excluding elements of the project would negatively impact project financing, creating a funding gap and potential schedule delay if new funding sources need to be developed to cover the gap.

Specific to the Board's request, Metro has not previously defined a category of regionally significant project elements and suggests a new definition consistent with Motion 10.1 to include major capital facilities integral to corridor construction that are intended to serve multiple rail lines. This would include rail station construction at intersecting lines where neither line has an existing station, and MSFs intended to serve multiple lines. Metro evaluated projects in the Expenditure Plan and found three regionally significant project elements that could potentially be excluded:

- C Line infill station construction (\$75M-\$150M);
- Eastside Phase II MSF (\$700M-\$1.8B); and
- Airport Metro Connector (\$701M).

The C Line infill station and Eastside Phase II MSF were identified in Motion 10.1. While the Airport Metro Connector is a stand-alone project, it would likely fall within the definition of a regionally significant project element. Metro reviewed the Expenditure Plan and found no other reasonably foreseeable projects that might include regionally significant project elements.

With this information, Metro estimates that excluding the above project elements would reduce the local contribution by \$44.3M to \$79.5M. This would result in significant savings for jurisdictions but would also create a funding gap for which Metro would need to seek other funding which could also result in schedule delays. Metro does not recommend excluding these facilities due to financial constraints and schedule delays. Note, however, that Metro will explore opportunities to allocate part of the cost of these facilities to the other projects or rail lines that they serve. This approach recently resulted in costs for the Southwestern Yard being allocated to both the K Line and the C Line, reducing the 3% local contribution for the K Line accordingly.

DETERMINATION OF SAFETY IMPACT

The proposed approval will not have any adverse safety impacts on employees or riders.

FINANCIAL IMPACT

Approving the recommendations, including the proposed changes to the Guidelines, will have no impact on the FY 2022-23 Budget. The Guideline's existing flexibility related to Directives A, B, D, and E reduce Metro's ability to receive cash contributions from local jurisdictions, which increases Metro's forecasted capital project funding gaps. In addition, as noted above, excluding certain regionally significant project elements from the 3% contribution cost basis would result in significant funding gaps and associated delays as new funding sources would need to be developed.

EQUITY PLATFORM

The substantive changes resulting from this action include expanding eligible funding sources to include Metro competitive grant funds. This will provide additional flexibility to jurisdictions owing a 3% contribution, including those within Equity Focus Communities (EFCs), which is intended to support jurisdictions with fewer financial resources. The remainder of the revisions to the Guidelines clarify existing practices and enhance consistency of current policy with the Measure M Ordinance, and therefore have no impact on equity opportunities. The 3% local contribution is one of the financial resources supporting Metro's major rail transit projects program in the Measure M Expenditure Plan. These projects will benefit communities by adding new high-quality reliable transit services, many of which will increase mobility, connectivity, and access to opportunities for historically underserved and transit-dependent communities. Metro will continue to conduct outreach and provide technical assistance on the 3% contribution requirement to affected jurisdictions, including assisting with identifying viable financing strategies. Staff will also analyze how each project might impact equity and Equity Focus Communities. These analyses will be included in future Board items (e.g. notifying the Board of the 3% contribution amount by jurisdiction based on 30% design) on a project-by-project basis.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could elect not to authorize releasing the draft revised Guidelines for public review. This is not recommended as the proposed revisions resulted from Board direction and will increase the level of clarity the Board has requested within the Guidelines.

NEXT STEPS

The draft revised Guidelines will be circulated for public review and comment beginning June 23, 2023 via mass email, notification via Metro's The Source, and website posting until July 24, 2023. After incorporating public comment, the final revisions to the Guidelines will be presented for Board approval in September 2023.

ATTACHMENTS

Attachment A - Motion 10.1

Attachment B - Measure M 3% Local Contribution Guidelines Draft Revisions

Attachment C - Motion 35

Attachment D - 3% Contribution Fact Sheet

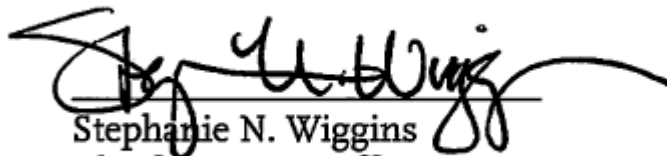
Prepared by: Adam Stephenson, Senior Director, Countywide Planning & Development, (213) 547-4322

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



Stephanie N. Wiggins
Chief Executive Officer

Metro



Board Report

File #: 2023-0104, File Type: Motion / Motion Response

Agenda Number: 10.1.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2023**

Motion by:

DIRECTORS HAHN, DUTRA, BUTTS, AND SANDOVAL

Related to Item 10: Measure M 3% Local Contribution Guidelines Revisions

In response to Metro Board direction (File No 2022-0258), Metro staff have undertaken substantial revisions to the Measure M guidelines, specific to the 3% Local Contribution requirement for transit capital projects. Staff's proposed guidelines (File No. 2022-0828) incorporate requests from jurisdictions to increase flexibility, provide more opportunities for in-kind contributions, and further incentivize the first-/last-mile investments that will make these major transit investments in our region more successful.

While the revisions represent a welcome change to those originally drafted and approved in 2017, there are still some clarifications that should be offered in order to fully address concerns from jurisdictions that welcome the future transit capital investments and want to ensure they are fully engaged and able to participate.

SUBJECT: MEASURE M 3% LOCAL CONTRIBUTION GUIDELINES REVISIONS MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dutra, Butts, and Sandoval that the Board direct the Chief Executive Officer to make the following revisions to the proposed Local Contribution guidelines:

- A. Add language to allow cost-sharing, so that jurisdictions who have qualifying first-/last-mile or in-kind improvements, but do not have a 3% local contribution requirement, can credit those investments they make toward neighboring jurisdictions' 3% local contribution obligations;
- B. Provide jurisdictions with maximum flexibility in all sources of funding for first-/last-mile investments by striking the words "non-Metro" from the first sentence in the "Eligible Funds" section, so that Metro competitive grants may also be an eligible fund source to make qualifying investments, which would be consistent with grant-making policy such as Federal and State funds where local match must come from sources other than those Federal and State funds;
- C. Evaluate a way to exclude the costs associated with regionally significant project elements -

File #: 2023-0104, **File Type:** Motion / Motion Response

Agenda Number: 10.1.

such as a new I-105 C Line station on the C Line (Green) or a maintenance and storage facility on the Gold Line Eastside Phase 2 - from the total project's cost's 3% local contribution calculation;

- D. Clarify the local contribution obligation responsibility for any future station, such as a Rio Hondo Confluence Station, that is not part of a project's 30% design but may be added at a later date, to ensure that any 3% obligation for any such station will be borne solely by the jurisdiction (s) in which it is located;
- E. Confirm that qualifying first-/last-mile investments and in-kind contributions shall be considered eligible to credit toward a jurisdiction's 3% local contribution obligation, even if implemented prior to 30% design; and,
- F. Report back to the Board in no more than 120 days on the above requests, including a fact sheet for affected cities.

REVISED MEASURE M GUIDELINES, SECTION VIII. 3% LOCAL CONTRIBUTION TO MAJOR TRANSIT PROJECTS

The following shall replace Section VIII. in its entirety.

INTRODUCTION

The Measure M Ordinance includes a provision for 3% local contribution to major rail transit capital projects. The rationale for the contribution is that local communities with a rail station receive a direct benefit due to the increased access to high-quality transit service that is above and beyond the project's benefit to the County as a whole. Countywide, the 3% local funding contribution represents more than \$1 billion in funding to support the project delivery identified in the Expenditure Plan. The 3% local funding contribution is a critical element of a full funding plan for these rail transit projects. The Ordinance includes provisions that allow development of a mutual agreement between a jurisdiction and Metro, and a default payment mechanism if such an agreement cannot be reached. The agreements shall be in accordance with these guidelines.

PROGRAM METHODOLOGY

The Ordinance calculates the local contribution based upon the percent of project total centerline track miles to be constructed within a local jurisdiction's borders if one or more new stations are to be constructed within that jurisdiction. These guidelines reflect the nexus between mobility benefits provided to a jurisdiction based on the presence of a new station within the jurisdiction. The local contribution will be calculated by distributing 3% of the total project cost, estimated at the conclusion of thirty percent (30%) of final design, to jurisdictions based on centerline track miles per the Ordinance. For projects along a larger transit corridor with more than one operable segment, each operable segment will have its own "total project cost" for purposes of calculating the 3% local contribution for each segment. Jurisdictions will incur a 3% local contribution obligation only for operable segments that include station construction within their borders. Contributions for future segments, future stations on the current segment, other future projects, or project scope identified after 30% design will follow applicable policies to determine any required local contribution for those improvements. Other arrangements agreed upon by every local jurisdiction in a project corridor with a local contribution obligation are also acceptable, provided that the total of all jurisdictions' contributions equals 3% of the estimated total project cost. A list of jurisdictions that may be affected, subject to changes determined by the environmental process, is included as Appendix A.

An agreement approved by both Metro and the governing body of the jurisdiction shall specify the total project cost as determined at the conclusion of thirty percent (30%) of final design, the amount to be paid by the local jurisdiction, and a schedule of payments. Once approved, the amount to be paid by the local jurisdiction shall not be subject to future cost increases.

Eligible Fund Contributions

Eligible fund sources to satisfy 3% local contribution include any funds controlled by the local agency or local agencies (e.g., General Fund, State Gas Tax Subventions, Prop. A, Prop. C and Measure R and Measure M Local Return Funds, Measure M Subregional Program Funds), or any funds awarded from ~~non-Metro~~ competitive grant process funding. Measure M Subregional Program Fund contributions must be accompanied by documented agreement from all jurisdictions that would otherwise be eligible for those sub-regional funds. Contributions, including in-kind and FLM investments, are eligible for credit with Metro approval even if made prior to 30% design. This may increase the funding gap for the transit project.

In-kind contributions eligible to satisfy 3% local contribution include, but are not limited to, project specific right-of-way, waiver of permitting fees, local agency staff time (incurred and forecast) and other subregional investments that support a Metro transit corridor if those costs are specifically included in the project cost and contribution amount by the conclusion of thirty percent (30%) of final design. While the contributing jurisdictions are ultimately responsible for fulfilling the financial obligation per the Measure M Ordinance, they may receive credit for eligible in-kind, FLM, or other contributions made by non-contributing jurisdictions. Note that this may increase the funding gap for the transit project. Metro will not be responsible for implementing any part of interjurisdictional agreements that facilitate such credit.

In-kind contributions consistent with this section will not be considered “betterments” for the purposes of these Guidelines and are eligible to satisfy local contribution obligations in lieu of Metro withholding up to 15 years of Measure M Local Return.

Betterments

Betterments are defined consistent with existing policy adopted by the Metro Board on Supplemental Modifications to Transit Projects (October 2013). A “betterment” is defined “as an upgrade of an existing city or utility’s facility or the property of a Third Party, be it a public or private entity, that will

upgrade the service capacity, capability, appearance, efficiency or function of such a facility or property of a third party.” Once the 30% design project scope and cost have been determined as the basis of the 3% contribution calculation, subsequent betterments cannot be included in that calculation, nor counted toward a jurisdiction’s eligible contribution. However, they may be included in the project scope if carried at the jurisdiction’s expense.

Active Transportation and First/Last Mile Investments

These guidelines reflect provisions adopted by the Board that allow and incentivize local jurisdictions, through an agreement with Metro, to meet all or a portion of their 3% local contribution obligation through first/last mile (FLM) investments. All local FLM improvements must be consistent with station area plans that will be developed and adopted by Metro in coordination with the affected jurisdiction(s). The criteria for local FLM investments for FLM contributions are described in full in the First/Last Mile Guidelines adopted by the Metro Board of Directors on May 27, 2021 (File #2020-0365), specifically to carry out integration of FLM within transit capital projects.

FLM improvements consistent with this section will not be considered “betterments” for the purposes of these Guidelines and are eligible to satisfy local contribution obligations in lieu of Metro withholding up to 15 years of Measure M Local Return.

Local Contribution Limits

The 3% local contribution will only be calculated against the overall project scope and cost determined at the conclusion of thirty percent (30%) of final design and will not include costs for FLM improvements delivered by entities other than Metro. Local agencies cannot count other transportation investments that are not included in the project scope and cost estimate after the conclusion of thirty percent (30%) of final design. Metro staff will provide written notice to the affected jurisdiction(s) and a report to the Metro Board after the completion of thirty percent (30%) of final design.

Contributions for calculations assigned to the County of Los Angeles are to be determined by the County.

Opt-Out Option

Metro will withhold up to 15 years of Measure M Local Return Funds from local agencies that fail to reach a timely agreement with Metro on their 3% contribution prior to the award of any contract authorizing construction of the project within the borders of that jurisdiction. Local return funds from

Proposition A, Proposition C, and Measure R are not subject to withholding. In some cases, principally in smaller cities, the default withholding of 15 years of local return from Measure M Local Return Funds will be less than a full 3% contribution. In these cases, Metro may accept either amount as the 3% contribution, and may execute a corresponding agreement with the jurisdiction. The cities that fulfill the 3% contribution requirement through the Local Return withholding mechanism, including offsets for approved FLM improvements and in-kind contributions, will suffer no further financial impact.

AUDIT REQUIREMENTS

Use of Measure M funds will be subject to audit and oversight, and all other applicable state and local laws.

REPORTING REQUIREMENTS

Metro will provide annual reports to the Measure M Independent Taxpayer Oversight Committee describing how uses of the Measure M Funds are contributing to accomplishing the program objectives.

REVISIONS TO PROGRAM GUIDELINES

These program guidelines may be revised by the Metro Board of Directors.

Metro



Board Report

File #: 2022-0258, **File Type:** Motion / Motion Response

Agenda Number: 35.

**CONSTRUCTION COMMITTEE
APRIL 21, 2022**

Motion by:

DIRECTORS HAHN, GARCETTI, BUTTS, AND DUTRA

3% Contribution Motion

The Measure M ordinance requires local jurisdictions to pay three percent (3%) of the total project cost of a major Measure M rail project. According to Section 7.f of the Measure M ordinance, each jurisdiction's obligation is calculated "based upon the percent of project total centerline track miles to be constructed within that jurisdiction's borders if one or more stations are to be constructed within the borders of said jurisdiction." This requirement is generally referred to as the "3% Contribution."

Clarifications are necessary to ensure that local jurisdictions fully understand their 3% Contribution calculation and that Metro fully incentivizes local jurisdictions to make First-Last Mile improvements that will benefit Metro projects and increase transit ridership, consistent with Board policy.

First, the Measure M Guidelines (Board File 2017-0280) differ from the Measure M ordinance on how Metro calculates the 3% Contribution. While the Measure M ordinance applies the 3% Contribution only to local jurisdictions where a new station is to be constructed, the Measure M Guidelines extend this obligation to all local jurisdictions within a half-mile of a new station. To ensure clarity, Metro should revise the Measure M Guidelines to be consistent with the Measure M ordinance.

Additionally, not all jurisdictions are presently incentivized to make First-Last Mile investments. Existing Metro Board policy (Board Files 2016-0451 and 2020-0365) seeks to incentivize local jurisdictions to make First-Last Mile investments by allowing the value of those investments to count toward all of a jurisdiction's 3% Contribution obligation. However, as detailed below, this incentive is currently not available to all jurisdictions.

In cases where a jurisdiction's 3% Contribution exceeds 15 years of their Measure M Local Return, per the Measure M ordinance Metro may withhold their Measure M Local Return for up to 15 years. To preserve these jurisdictions' incentive to deliver First-Last Mile investments, Metro should allow withheld funds to satisfy the 3% contribution via an agreement with the jurisdiction such that the value of First-Last Mile investments delivered by that jurisdiction count against their up-to 15-year Measure M Local Return withholding, so long as those investments are consistent with established Metro procedures (such as the First-Last Mile Guidelines). This will ensure First-Last Mile incentives are fully available to all jurisdictions.

File #: 2022-0258, **File Type:** Motion / Motion Response

Agenda Number: 35.

Further, to ensure that local jurisdictions are not over-charged for their 3% Contribution, the Board should clarify that a transit corridor's "total project cost" (calculated at 30% design to determine a jurisdiction's 3% Contribution) should refer only to the transit project and related elements delivered by Metro itself. First-Last Mile improvements delivered by local jurisdictions should not be included in the "total project cost" from which Metro calculates a jurisdiction's 3% Contribution.

Finally, the Measure M Guidelines provide that a transit corridor's total 3% Contribution may be met through in-kind contributions or "other arrangements agreed upon by every local jurisdiction in a project corridor." The Board should reaffirm that subregional investments that support a Metro transit corridor should be eligible to count toward a project's total 3% Contribution under this provision.

Following determination of the "total project cost" at 30% design, the manner in which a local jurisdiction shall fulfill its 3% obligation should be generally understood by the time a Metro project reaches construction contract award, pending final agreement between Metro and that jurisdiction.

SUBJECT: 3% CONTRIBUTION MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Butts, and Dutra that the Board direct the CEO to update the Measure M Guidelines and First-Last Mile Guidelines in accordance with the following:

- A. Revise the Measure M Guidelines 3% Contribution calculation to be consistent with the Measure M ordinance;
- B. In cases where Metro withholds 15 years of Measure M Local Return, clarify that Metro will allow withheld funds to satisfy the 3% contribution via an agreement with the jurisdiction, that jurisdictions may spend withheld funds on First-Last Mile investments, and that those expenses shall be eligible to credit toward a jurisdiction's 15-year total Measure M Local Return obligation in accordance with established Metro procedures, such as the First-Last Mile Guidelines and Measure M Guidelines;
- C. Confirm that the cost of First-Last Mile improvements delivered by local jurisdictions shall not be included in the "total project cost" from which Metro calculates the 3% Contribution;
- D. Consistent with precedent from the Purple Line Extension, confirm that jurisdictions along segments of a larger transit corridor will incur a 3% Contribution obligation only for project segments that include station construction within their jurisdiction; and,
- E. Reaffirm that in-kind contributions and subregional investments that support a Metro transit corridor may count toward a project's total 3% Contribution under existing provisions of the Measure M Guidelines.

WE FURTHER MOVE that the Board direct the CEO to report back on all the above to the Construction Committee in June 2022.

Metro 3% Local Contribution

Metro Project Financing

Metro projects require significant financial support, and a key resource for new rail corridors relies on contributions from jurisdictions along the projects. **Per the Measure M Ordinance, 3% of the cost of each new rail project shall be paid by jurisdictions based upon the percent of track miles within a jurisdiction's borders, if a station is to be constructed within that jurisdiction.** This is known as the 3% local contribution.

In the early stages of project development Metro will conduct outreach to jurisdictions that may have a 3% local contribution obligation. Once a project reaches the 30% design level, Metro will calculate the local contribution and initiate negotiations with each applicable jurisdiction toward a 3% local contribution agreement. This agreement will establish the local contribution amount, specific financial and in-kind sources the jurisdiction intends to use, and timeframes necessary to support Metro project development.

Contact Information

MMguidelines@metro.net

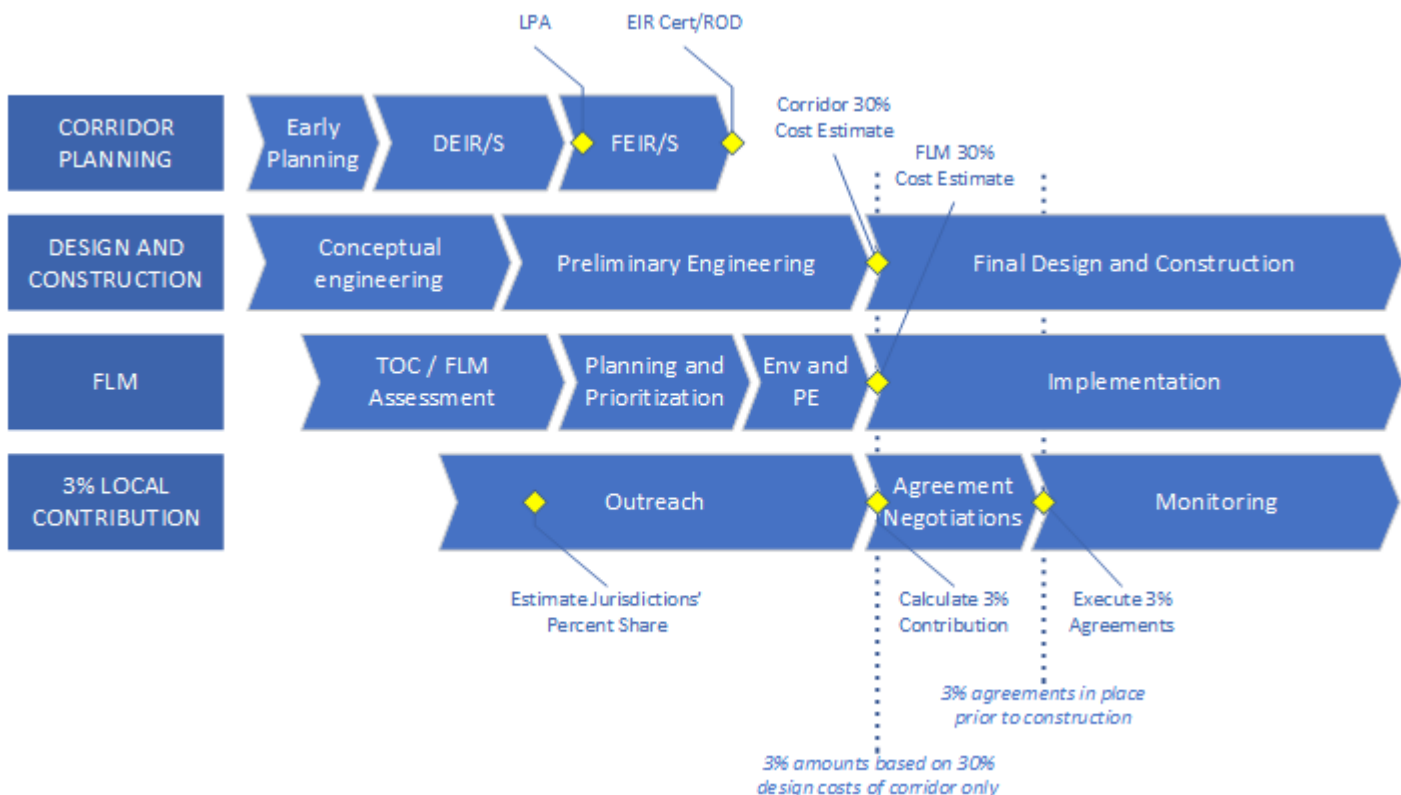
Resources

Available on the Metro website:

- Measure M Guidelines
- First-Last Mile Guidelines
- Metro: How We Plan and Build
- Metro: Projects

Technical Assistance available upon request

Integrating the 3% Local Contribution and Project Development*



*The diagram shows a typical design-build process. Other project delivery methods may realign some activities.

How is it calculated? Metro will first establish the cost basis for the local contribution by estimating the transit project cost based on 30% design. 3% of that cost basis will be the overall local contribution. Metro will then identify project segments that cross through jurisdictions where no station is to be constructed and subtract these from the overall project length. The overall 3% local contribution will then be allocated to jurisdictions where stations are to be constructed based upon the percent of adjusted centerline track miles within the jurisdiction's borders

Note that the 3% contribution only applies to the operable project segment and only for project scope identified by 30% design. Future project phases or project elements added after 30% design will not affect the contribution owed for the current segment.

If a jurisdiction is unable to satisfy the full 3% contribution, Metro may withhold Measure M local return funds until the obligation is met, or up to 15 years.

What sources are eligible to pay it? Jurisdictions may use any locally controlled funds. They may also receive credit for the value of in-kind contributions to the project (e.g. right-of-way) if those costs are specifically included in the project cost and contribution amount by 30% design. Additionally, jurisdictions may receive credit for qualifying First-Last Mile (FLM) improvements contained in a Metro Board adopted FLM Plan.

Jurisdictions owing a 3% contribution may receive credit for eligible improvements or actions taken by neighboring non-contributing jurisdictions. This would allow, for example, a jurisdiction to receive credit for qualifying FLM improvements made by another jurisdiction along a corridor. Note that this may increase the funding gap for the transit project.

In cases where Metro is withholding local return funds, a jurisdiction may still receive credit for qualifying FLM and in-kind improvements.

When is the repayment deadline? While the 3% contribution agreement will stipulate specific timeframes on a project-by-project basis, generally a jurisdiction should satisfy all financial obligations by the midpoint project construction. In-kind contributions and FLM improvements must generally be complete by the time the project is open for revenue service.

In cases where Metro is withholding local return funds, Metro will begin withholding approximately the same year as construction is authorized in the applicable jurisdiction.

What is the process for receiving credit for in-kind contributions? As project design progresses, jurisdictions should identify opportunities to contribute to elements of the project scope, the value of which can be credited to the jurisdiction. In most cases Metro will consider in-kind contribution proposals (e.g. right-of-way, city-led infrastructure improvements) during the preliminary engineering phase. Regardless of when the in-kind proposal is made, it must be for a project element that is included in the scope at 30% design per the Measure M Guidelines.

A large, stylized letter 'M' is positioned at the top of the slide. The 'M' is composed of several white, rectangular blocks that are slightly offset from each other, creating a 3D effect. The background behind the 'M' is a dark green circle, which is set against a larger orange circle. The overall design is modern and clean.

Item 13 - Measure M 3% Local Contribution

Guidelines Revisions

Planning and Programming Committee
June 14, 2023



Metro

Measure M Guidelines Revisions

Previous Revisions

- Initiated with Motion 35 in April 2022
- Public review and comment Fall 2022
- Board adopted revisions in February 2023
 - Revise calculation method (total project cost excludes FLM, based on track mileage only);
 - Provided additional flexibility for FLM and in-kind credit;
 - Clarifications

Measure M Guidelines Revisions

Current Revisions

- Initiated with Motion 10.1 in February 2023
 - Board requested additional edits, and analysis of excluding “project elements of regional significance”
- Directives A, D, and E clarify existing flexibility
- Directive B allows improvements funded with Metro competitive grants to be an eligible contribution source
- Financial impacts associated with A and E

Measure M Guidelines Revisions

Analysis of Excluding Regionally Significant Project Elements

- New definition
- E.g. I-105 C Line station; MSF on the GLE Phase 2; AMC
- Potential loss in local contribution ranging from \$44.3M to \$79.5M
- Metro would need to fill the resulting funding gap, which could also cause delays in project delivery

Measure M Guidelines Revisions

Next Steps

- Release draft revisions for public review following Board authorization
- Respond to comments, incorporate in final revisions for Board approval in September
- After September: outreach and workshops with project corridor cities



Board Report

File #: 2023-0265, File Type: Program

Agenda Number: 14.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 14, 2023

SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

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

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2023. Insurance underwriters will not commit to final pricing until three weeks before the current program expires on August 1st. Consequently, we are requesting a not-to-exceed amount for this renewal pending final pricing and carrier selection. Without this insurance, Metro would be subject to unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

BACKGROUND

Metro's insurance broker, USI Insurance Services ("USI") is responsible for marketing the excess liability insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indication below is based on current market expectations. Final pricing, however, is not available until approximately 21 days prior to binding coverage.

Metro established a program of excess liability insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process.

Initial discussions begin in the third quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and at what levels of premium. The annual stewardship meeting is conducted in January to identify what data will be required including loss development, ridership projections, mileage, and revenue hour estimates. Risk Management obtains the data including targeted completion dates of various projects to provide an accurate account of the present and future liability exposures within the agency.

The data is then forwarded to USI to present to the domestic insurance marketplace as well as international markets in London and Bermuda. Due to timing requirements, USI approaches underwriters in March and April to ensure that data is deemed current. Initial indications of interests and costs become apparent in late April or early May.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount Risk Management may approach the CEO and Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. Second, the number allows USI ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

For the 2023-2024 excess liability insurance renewal, staff and USI highlighted three main objectives. First, to mitigate insurer's concerns with increased operating exposures, the marketing presentation emphasized the lower risk of light rail and subway services, in addition to the safety enhancements and pilot programs added to bus operations over the past years. Second, we desired to continue a diversified mix of international and domestic insurers to maintain competition and reduce dependence on any single insurance carrier. Third, we desired to obtain total limits of \$300 million while maintaining an \$8 million self-insured retention for rail claims and up to \$20 million for all other claims but were open to increasing the self-insured retention structure if needed to retain reasonable premium pricing.

USI presented Metro's submission to all potential insurers in the U.S., London, European, and Bermuda markets representing over 25 carriers to create interest in all layers of Metro's insurance program. Insurance executives both nationally and internationally, articulated continuing increased underwriting discipline for transportation and public entity risks. Insurers reviewed detailed loss information on Metro claims and performed detailed actuarial valuations on Metro's claims.

In addition, this year, Deputy Chief Risk, Safety, and Asset Management Officer accompanied USI to London, Bermuda, and New York to meet with current and potential excess liability program underwriters. USI arranged meetings with 35 individuals in 25 meetings over the course of 5 days. Although the Metro submissions are very comprehensive, in person meetings provided the underwriters with the opportunity to ask questions and obtain more specific information about operations, safety, and risk management programs. Most importantly, these meetings foster the relationships between Metro and its underwriters.

Last year, we obtained \$300 million in excess liability coverage with an \$8 million retention for rail claims and \$12.5 million retention for all other claims with selected additional retentions up to \$7.5 million. The relatively calm market enjoyed for over 20 years has changed drastically over the last four years. Extensive loss development related to auto liability, caused the market to "harden" significantly over the last several years, resulting in less carrier capacity and higher premiums. The trend continues this year.

USI faces many challenges in marketing Metro's liability insurance renewal. Carrier results from

public agencies in California have been significantly worse than in other states. A very limited pool of carriers is willing to consider writing public entity policies. Metro is no exception primarily due to its size and its plaintiff-friendly jurisdiction of Los Angeles County. The loss development carriers are experiencing on accounts, including Metro's, has resulted in many ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. Replacing retreating carriers has proved challenging and Metro's recent loss history has not been stellar. Consequently, another rate increase is anticipated in the excess liability program premiums.

Metro's August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines and negative developments in auto liability losses. USI recommends maintaining the bifurcated program where Metro will keep an \$8 million self-insured retention (SIR) on rail related risks and up to \$20 million for bus and other non-rail related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. Negotiations with carriers are ongoing and this action seeks authority to bind Public Entity excess liability coverage with minimum limits of \$300 million and a not-to-exceed SIR of \$25 million. A higher SIR may provide Metro with additional flexibility to contain premium costs. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until the renewal date.

Attachment A provides an overview of the proposed 2023-2024 Public Entity Excess Liability Program, which mirrors the current 2022-2023 program structure. Due to a challenging hard market, additional limits are not being offered. Risk Management recommends proceeding with renewal at a minimum coverage limit of \$300 million and a not-to-exceed SIR of \$25 million.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for eleven months, or \$24,750,000, of this action is included in the FY24 Proposed Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, and 320011 - Union Station in account 50602 (Ins Prem For Gen Liability). Additional funding required to cover premium costs beyond FY24 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums, \$2,250,000, will be requested in the FY25 Budget development, cost center 0531, Risk Management - Non Departmental Costs, under projects under projects 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station in account 50602 (Ins Prem for Gen Liability).

Impact to Budget

The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds paralleling funding for the actual benefiting projects charged. These funds are eligible for bus/rail operating expenses. No other sources of funds were considered because these are the activities that benefit from the insurance coverage.

EQUITY PLATFORM

Metro's insurance portfolio provides liability coverage and coverage for Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits. Metro's insurance portfolio ensures liability coverage and that its facilities, rolling stock fleet, and infrastructure, which serve these groups, are covered by insurance policies in the event of a major loss or damage. Valuation of these assets conforms to the insurance industry's replacement cost methodology. The proposed action supports Metro's ability to safely serve the communities and customers who rely on Metro's transportation services and assets, a majority of whom are lower income, Black, Indigenous and other People of Color (BIPOC), people with disabilities, and/or do not own a private vehicle.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5, "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from unlimited liability for bodily injury and property damage claims resulting from, primarily, bus and rail operations.

ALTERNATIVES CONSIDERED

Due to the continued hard market, there are no additional limits in coverage for consideration. SIRs above the current structure levels are being proposed and considered, and negotiations are ongoing. Attachment A reflects the proposed program structure, which mirrors the current 2022-2023 policy term. The only variation will be to the SIR, which may end up being higher than the current program structure.

NEXT STEPS

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

ATTACHMENTS

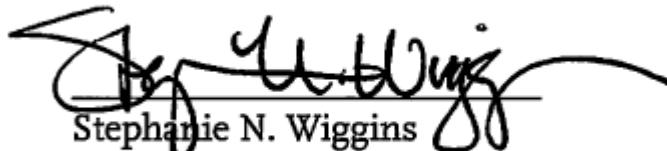
Attachment A - Public Entity Liability Proposed Carriers and Program Structure

Attachment B - Proposed Renewal and Premiums History

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-6354

Kenneth Hernandez, Deputy Chief Risk, Safety and Asset Management Officer,
(213) 922-2990

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A



USI Insurance Services
 NTE Public Entity Excess Liability Insurance Summary 2023 - 2024
 Los Angeles County Metropolitan Transportation Authority

Excess Limit		Layer(s)		Participation	Carrier	Premium
\$300M	Excess Liability	\$35 xs \$265M		\$5,000,000	Aspen	
				\$2,500,000	Convex	
				\$4,000,000	Ascot	
				\$2,500,000	Inigo	
				\$6,000,000	Canopus	
				\$5,500,000	Ark	
\$265M	Excess Liability	\$10M xs \$255M		\$7,000,000	Helix	
				\$2,500,000	Arcadian	
\$255M	Excess Liability	\$40M xs \$215M		\$10,000,000	Munich Re	
\$255M	Excess Liability	\$40M xs \$215M		\$10,000,000	Liberty Specialty	
				\$10,000,000	Chubb Bermuda Ins. Ltd.	
				\$10,000,000	AIG	
				\$10,000,000	AWAC	
\$215M	Excess Liability	\$30M xs \$185M		\$15,000,000	Hiscox	
				\$5,000,000	Convex	
				\$10,000,000	Argo	
\$185M	Excess Liability	\$75 xs \$110M		\$10,000,000	Aspen	
				\$7,500,000	Apollo	
				\$5,000,000	Ascot	
				\$7,500,000	Canopus	
				\$10,000,000	Argo	
				\$7,500,000	Hamilton	
				\$15,000,000	XL Bermuda Ltd.	
				\$2,500,000	Convex	
\$5,000,000	Inigo					
\$5,000,000	Vantage					
\$110M	Excess Liability	\$17.5M xs \$92.5M		\$7,500,000	Apollo	
				\$10,000,000	Hamilton	
\$92.5M	Excess Liability	\$17.5M xs \$75M		\$7,500,000	Sompo	
				\$5,000,000	Ark	
				\$5,000,000	Helix	
\$75M	Excess Liability	\$10M xs \$65M		\$10,000,000	XL Insurance America	
\$65M	Excess Liability	\$15M xs \$50M		\$15,000,000	AWAC	
\$50M	Excess Liability	\$10M xs \$40M		\$10,000,000	Great American	
\$40M	Excess Liability	\$15M xs \$25M		\$4,000,000	Hiscox	
				\$2,000,000	Ascot	
				\$2,500,000	Inigo	
				\$1,000,000	MAP	
				\$2,000,000	QBE	
				\$2,000,000	Ark	
\$25M	Primary Liability	\$17M Rail - Queens Island	\$12.5M Bus/All Other - Gemini/Lexington	\$17,000,000	Queens Island	
				\$2,500,000	Self Insured	
				\$10,000,000	Gemini Quota Share w/Metro 50%	
				*\$8M Rail SIR Per Occurrence		
				*\$12.5M Bus/All Other SIR Per Occurrence		
Estimated Program Not-To-Exceed Total						\$27,000,000.00

Carrier placement as of May 9, 2023 is not stable and subject to change prior to binding
 *Proposed SIR as per expiring, but seeking authority up to \$25M to negotiate pricing.

Proposed Renewal and Premiums History

Current 22/23 Public Entity Program and 23/24 Proposed Option

	2022-2023	2023-2024
Self-Insured Retention (SIR)	\$8.0 mil rail, \$12.5 mil bus & other non-rail	\$8.0 mil rail, \$12.5 mil bus & other non-rail
Quota Share	Up to \$7.5 mil in \$25 mil bus & other non-rail layer	Up to \$25 mil bus & other non-rail layer
Limit of Coverage	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes
Premium	\$19 mil	NTE \$27 mil

**Premium History for Excess Liability Policies
Ending in the Following Policy Periods**

	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Self-Insured Retention:								
Rail	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$8.0 mil	\$8.0 mil	\$8.00
Bus + Other Non-Rail	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$10 mil	\$17.5 mil	\$20 mil
Insurance Premium	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil	\$6.2 mil	\$14.5 mil	\$16.7 mil	\$19 mil
Claims in Excess of Retention	0	1	1	1	1	2	1	TBD
Estimated Amount in Excess of Retention	\$0	\$10.0 mil	\$10.0 mil	\$10.0 mil	\$25.0 mil	TBD	TBD	TBD



Board Report

File #: 2023-0344, File Type: Resolution

Agenda Number: 15.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023**

SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 8 FUND PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2023-24 Transportation Development Act (TDA) Article 8 funds estimated at \$48,985,266 as follows:
 1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds (Attachment B) in the amount of \$233,896 may be used for street and road projects, or transit projects, as described in Attachment A;
 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$12,071,326 and \$11,536,136 (Lancaster and Palmdale, respectively) may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$15,770,031 for the City of Santa Clarita may be used for street and road projects, or transit projects, as long as their transit needs continue to be met;
 4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$9,373,877 may be used for street and road projects, or transit projects, as long as their transit needs continue to be met; and

B. A resolution (Attachment C) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

ISSUE

State law requires that the Los Angeles County Metropolitan Transportation Authority (LACMTA) make findings regarding unmet transit needs in areas outside Metro's service area. If there are unmet transit needs that are reasonable to meet, then these needs must be met before TDA Article 8 funds may be allocated for street and road purposes.

BACKGROUND

Under the State of California TDA Article 8 statute, state transportation funds are allocated to the portions of Los Angeles County outside Metro's service area. These funds are for "unmet transit needs that may be reasonable to meet." However, if no such needs exist, the funds can be spent for street and road purposes. See Attachment D for a brief summary of the history of TDA Article 8 and definitions of unmet transit needs.

Before allocating TDA Article 8 funds, the Act requires Metro to conduct a public hearing (Attachment E). If there are determinations that there are unmet transit needs, which are reasonable to meet and Metro adopts such a finding, then these transit needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, Metro must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment C is the FY 2023-24 resolution. The proposed findings and recommendations are based on public testimony (Attachment F) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

Bus Stop Improvements

TDA Article 8 funds are eligible for preliminary engineering, right-of-way acquisition, improvement, maintenance, reconstruction, and construction of public streets and roads, construction of facilities and buildings, and transportation planning. However, these jurisdictions are utilizing Federal 5307 funds to make bus stop/shade improvements.

The City of Santa Clarita launched bus stop improvement projects in which benches, shelters, and shade structures were installed or replaced throughout the service area, in FY20 and FY21. The next round of bus stop improvements focuses on refurbishing and replacing real-time electronic signage at the bus stops, in FY23 and FY24.

AVTA is working with the cities of Lancaster and Palmdale on new bus shelter, amenities, and improvements throughout AVTA service area. Currently, the cities purchase shelters, conduct the planning and engineering of the shelter locations. AVTA is responsible for the installation/maintenance of shelters and trash cans. In FY23 and FY24, AVTA has begun safety improvements on shelters by adding solar lighting on those shelters in the cities and the rural areas that need additional lighting. In FY24 and FY25, AVTA is looking to add real-time electronic signage at two new transit centers.

DISCUSSION

Findings

Staff has followed state law in conducting public hearings and obtaining input from the SSTAC regarding unmet transit needs. The SSTAC is comprised of social service providers and other interested parties in the North County areas.

- Attachment G summarizes the recommendations made and actions taken during FY 2022-23 (for the FY 2023-24 allocation estimates)
- Attachment H is the proposed recommendations of the FY 2023-24 SSTAC.

On May 24, 2023, the TDA Article 8 Hearing Board was convened on behalf of the Metro Board of Directors to conduct the required public hearing process. The Hearing Board developed findings and made recommendations for using TDA Article 8 funds based on the input from the SSTAC and the public hearing process.

Funds will be released for allocation to the eligible jurisdictions upon:

1. Transmittal of the Metro Board-adopted findings and recommendations,
2. Transmittal of public hearing documentation to Caltrans, and
3. Caltrans approval

Delay in adopting the findings, recommendations, and the resolution contained in Attachments A and C would delay the allocation of \$48,985,266 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2023-24 are estimated at \$48,985,266 (Attachment B). The funding for this action is included in the FY24 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8. TDA Article 8 funds are state sales tax revenues designated, by law, for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburses them monthly, once each jurisdiction's claim form is received, reviewed and approved.

EQUITY PLATFORM

The definition of Unmet Transit Needs is any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services. This process is set by the State and is approved by Caltrans prior to the release of the funds, including allocation of funds based on jurisdiction population and local control of eligible expenditure decisions. In April 2023, in-person and virtual public hearings were conducted in North County and Santa Clarita and an additional one in City of Avalon in conjunction with their council

meeting. The public hearing notices were posted in the Daily News and La Opinión in each jurisdiction and the local papers in Antelope Valley, Santa Clarita, San Fernando Valley, Catalina Island, and Long Beach. Additionally, staff sent flyers to all the businesses in the area. Santa Clarita Transit ran the notice on their system and had the notice posted in the public areas of the cities. Avalon included the posting in their social media outlets. All hearings offered a Spanish interpreter.

At the conclusion of the comment period, staff convened the Social Service Transportation Advisory Council consisting of representatives from the senior (65 and older) and disability communities. Additionally, per law, staff included representatives from organizations/CBOs that assist seniors, people with low incomes, and people with disabilities. This meeting was a hybrid, with the option for attendees to participate in-person or online. A Spanish language translator was also on hand for this meeting. Based on this public hearing process, no unmet transit needs were identified in the above jurisdictions. There are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals 2 and 4 by improving mobility, ease of travel, and safety. Per state requirement, the TDA funds are allotted to the municipal and Tier 2 operators to support the operation of their services countywide.

ALTERNATIVES CONSIDERED

The Board of Directors could adopt findings or conditions other than those developed in consultation with the Hearing Board, with input from the state-required SSTAC (Attachment H), and through the public hearing process. However, this is not recommended because adopting the proposed findings and recommendations made by the SSTAC and adopted by the Hearing Board have been developed through a public hearing process, as described in Attachment E, and in accordance with the TDA statutory requirements.

NEXT STEPS

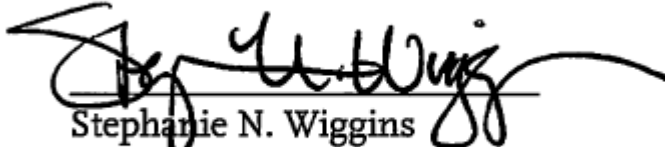
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, we will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

Attachment A - FY24 Proposed Findings and Recommended Actions
Attachment B - TDA Article 8 Apportionments: Estimates for FY2023-24
Attachment C - FY2023-24 TDA Article 8 Resolution
Attachment D - History of TDA Article 8 and Definitions of Unmet Transit Needs
Attachment E - TDA Article 8 Public Hearing Process
Attachment F - FY24 Comment Summary Sheet
Attachment G - Summary of Recommendations and Actions Taken
Attachment H - Proposed Recommendations of the FY2023-24 SSTAC

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
Cosette Stark, Deputy Executive Officer, Finance (213) 922- 2822

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



Stephanie N. Wiggins
Chief Executive Officer

FY 2023-24 TDA ARTICLE 8

PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - In the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – There are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.

Los Angeles County Metropolitan Transportation Authority
FY 2024 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,394	0.48%	\$ 233,896
Lancaster	175,164	24.64%	12,071,326
Palmdale	167,398	23.55%	11,536,136
Santa Clarita	228,835	32.19%	15,770,031
LA County Unincorporated	[2] 136,022	19.14%	9,373,877
Total	710,813	100.00%	\$ 48,985,266
		Estimated Revenues:	\$ 48,985,266

[1] Population estimates are based on State of California Department of Finance census 2022 data-report

[2] The Unincorporated Population figure is based on 2007 estimates by Urban Research

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY MAKING A DETERMINATION AS TO
UNMET PUBLIC TRANSPORTATION NEEDS IN LOS ANGELES COUNTY
FOR FISCAL YEAR 2023-24**

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

WHEREAS, under Sections 99238, 99238.5, 99401.5 and 99401.6, of the Public Utilities Code, before any allocations are made for local street and road use, a public hearing must be held and from a review of the testimony and written comments received and the adopted Regional Transportation Plan, make a finding that 1) there are no unmet transit needs; 2) there are no unmet transit needs that are reasonable to meet; or 3) there are unmet transit needs, including needs that are reasonable to meet; and

WHEREAS, at its meetings of June 25, 1998 and June 24, 1999, the Board of Directors approved definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, public hearings were held by LACMTA in Los Angeles County in Avalon on April 4, 2023, Santa Clarita on April 26, 2023 and Palmdale/Lancaster on April 26, 2023, after sufficient public notice of intent was given, at which time public testimony was received; and

WHEREAS, a Social Service Transportation Advisory Council (SSTAC) was formed by LACMTA and has recommended actions to meet the transit needs in the areas outside the LACMTA service area; and

WHEREAS, a Hearing Board was appointed by LACMTA, and has considered the public hearing comments and the recommendations of the SSTAC; and

WHEREAS, the SSTAC and Hearing Board reaffirmed the definitions of unmet transit need and reasonable to meet transit need; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects; and

WHEREAS, staff in consultation with the Hearing Board recommends the finding that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

WHEREAS, staff in consultation with the Hearing Board recommends the finding that there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

NOW THEREFORE,

- 1.0 The Board of Directors approves on an on-going basis the definition of Unmet Transit Needs as any transportation need, identified through the public hearing process, which could be met through the implementation or improvement of transit or paratransit services; and the definition of Reasonable to Meet Transit Need as any unmet transit needs that can be met, in whole or in part, through the allocation of available transit revenue and be operated in a cost efficient and service effective manner, without negatively impacting existing public and private transit options.
- 2.0 The Board hereby finds that, in the City of Avalon, there are no unmet transit needs that are reasonable to meet; therefore TDA Article 8 funds may be used for street and road projects, or transit projects.
- 3.0 The Board hereby finds that in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, there are no unmet transit needs that are reasonable to meet. In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- 4.0 The Board hereby finds that in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, there are no unmet transit needs that are reasonable to meet. In the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, June 22, 2023.

COLLETTE LANGSTON
LACMTA Board Clerk

DATED: June 22, 2023

History of Transportation Development Act (TDA) 8

The Mills-Alquist-Deddeh act, better known as the Transportation Development Act (SB325), was enacted in 1971 to provide funding for transit or non-transit related purposes that comply with regional transportation plans. Funding for Article 8 was included in the original bill.

In 1992, after the consolidation of SCRTD and LACTC, AB1136 (Knight) was enacted to continue the flow of TDA 8 funds to outlying cities which were outside of the SCRTD's service area.

Permanent Adoption of Unmet Transit Needs Definitions

Definitions of Unmet Transit Need and Reasonable to meet transit needs were originally developed by the SSTAC and Hearing Board and adopted by Metro Board Resolution in May, 1997 as follows:

- Unmet Transit Need- any transportation need, identified through the public hearing process, that could be met through the implementation or improvement of transit or paratransit services.
- Reasonable to Meet Transit Need - any unmet transit need that can be met, in whole or in part, through the allocation of additional transit revenue and be operated in a cost-efficient and service-effective manner, without negatively impacting existing public and private transit options.

Based on discussions with and recommendations from Caltrans Headquarters' staff, these definitions have been adopted on an ongoing basis by the resolution. The Metro Board did approve the definitions of unmet transit need and reasonable to meet transit need at its meetings June 25, 1998 and June 24, 1999.

These definitions will continue to be used each year until further action by the Metro Board.

ATTACHMENT E

TDA ARTICLE 8 PUBLIC HEARING PROCESS

Article 8 of the California Transportation Development Act (TDA) requires annual public hearings in those portions of the County that are not within the Metro transit service area. The purpose of the hearings is to determine whether there are unmet transit needs which are reasonable to meet. We established a Hearing Board to conduct the hearings on its behalf in locations convenient to the residents of the affected local jurisdictions. The Hearing Board, in consultation with staff, also makes recommendations to the Board of Directors for adoption: 1) a finding regarding whether there are unmet transit needs that are reasonable to meet; and 2) recommended actions to meet the unmet transit needs, if any.

In addition to public hearing testimony, the Hearing Board received input from the Social Service Transportation Advisory Council (SSTAC), created by state law and appointed by staff, to review public hearing testimony and written comments and, from this information, identify unmet transit needs in the jurisdictions.

Hearing Board

Staff secured the following representation on the FY 2023-24 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger, Marvin Crist, Vice Mayor, City of Lancaster, Eric Ohlsen, Council member, City of Palmdale and Rochard Loa, Council member, City of Palmdale represented the North County; Jason Gibbs, Mayor, City of Santa Clarita and Cameron Smyth, Mayo Pro Tem, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2024 Social Service Transportation Advisory Council (SSTAC) per requisite of the *Transportation Development Act Statutes and California Code of Regulations*. Staff had adequate representation of the local service providers and represented jurisdictions, therefore the SSTAC meeting convened with proposed recommendations as included in Attachment G.

Hearing and Meeting Dates

In-person and virtual public hearings were held by the hearing board in Santa Clarita and the North County areas on April 26, 2023 as well as in Avalon in conjunction with the Council meeting on April 4, 2023. A summary sheet that includes the public testimony received at the hearings and the written comments received within two weeks after the hearings is in Attachment F.

The SSTAC met on May 15, 2023. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 24, 2023 meeting.

FY2023-24 TDA ARTICLE 8 UNMET NEEDS PUBLIC TESTIMONY AND WRITTEN COMMENTS

SUMMARY TABULATION SHEET - ALL HEARINGS

		Santa Clarita	Antelope Valley	Avalon
1	General increase in service, including longer hours, higher frequency, and/or more days of operation			
1.1	A new bus line travelling down the Golden Valley road to access businesses	1		
1.2	Increase the service to and from Golden Valley high school throughout the day to allow increased and easier access to the community	1		
2	Scheduling, reliability, transfer coordination			
2.1	AVTA Route 1 leaves Palmdale Transit Center at 10:35pm, five minutes before the last Metrolink train arrives (10:40pm).		1	
2.2	AVTA Route 4 has an hour and half gap, which requires the use of two tickets.		1	
2.3	Route between Fillmore & Sylmar Station, via Newhall Metrolink, and MRTC.	1		
2.4	Add Antelope Valley Transit Authority 790 service on weekends, to infill service gaps that currently Metrolink doesn't fulfill, & expand service hours and lengths.	1	1	
2.5	Make Santa Clarita Transit Routes 5 & 6 into one, keeping everything the same up until Sierra Highway, keep going straight on Soledad, and use Sand Canyon Road to turn around at COC Canyon Country Campus. This will remove confusion and increase service frequencies.	1		
2.6	Expand Santa Clarita Transit hours into the owl night, AVTA provides services up until 12:30am, while Santa Clarita Transit only provides service till 10:30pm.	1		
2.7	Update Newhall Metrolink Station bus bays, they currently have to veer into traffic, with an awkward turn ahead of them. Redesigning the bus bays would allow for upgraded maneuverability.	1		
2.8	Introduce Late Night 757 service, this would allow more people to enjoy the night in North Hollywood on weekends.	1		
2.9	Introduce Mid-Day service on Routes 792 or 797, this would allow commuters to be more flexible with scheduling work hours, and allow tourism.	1		
3	Bus stop or shelter			
3.1	SCT Route 12 (Golden Valley & Sierra Hws) stops 1 mile away from Golden Valley High School which makes it challenging for special need students to walk to bus stop. Would like to give SCT expand service through the day to allow for increase and easier access.	1		
3.2	Use of visual display for upcoming routes at bus stops			
4	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
4.1	177 & 178 (Two Artics) should be replaced as soon as possible. They are high in maintenance, they're 16 years old.	1		
5	Other, statement - Support			
5.1	Like the Track It system			
5.2	Lancaster Metrolink station should open the gates much earlier			
	Sub-total:	11	3	-

Totals -

14

Total of 15 comments extracted from verbal and written comments by 3 individuals



Board of Directors

April 26, 2023

Chairman

Marvin Crist
City of Lancaster

Vice Chair

Dianne M. Knippel
County of Los Angeles

Director

Richard Loa
City of Palmdale

Director

Eric Ohlsen
City of Palmdale

Director

Raj Malhi
City of Lancaster

Director

Michelle Flanagan
County of Los Angeles

Executive Director/CEO

Martin J. Tompkins

TDA Article 8 Hearing Board Chair
c/o Armineh Saint, Program Manager
Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, California 90012
RE: Fiscal Year 2016/17 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2022 TDA Article 8 Unmet Needs Hearing, the Board found that the Antelope Valley Transit Authority (AVTA) had no unmet needs that could not be addressed through existing funding sources. During the 2022 Hearing, some comments regarding AVTA's services and facilities were received from the public and are addressed below, as well as updates on current service improvements and FY24 projects:

Responses to Public Testimony and Written Comments

Item #1.2, Service voids in West and Southwest Palmdale:

The areas of West and Southwest Palmdale are currently served through fixed-route service in Rancho Vista and Dial-a-Ride paratransit service in Anaverde. However, in response to the public comment received during the 2022 TDA Article 8 Unmet Needs Hearing, AVTA staff is currently conducting a study to ascertain if the service coverage is adequate for the area. The study includes a Title VI Equity Analysis, an online survey of residents during the month of February and a public meeting held on Saturday, February 4. The data from these efforts will be analyzed and if any adjustments are needed they will be presented to the Board of Directors along with any recommendations from staff.

It should be noted that AVTA had previously evaluated its services for these areas back in August 2017, and found that no adjustments were required at that time.

Item #2.2, Line 1 on schedule:

AVTA is currently reviewing its bus routes and analyzing the areas of higher ridership and needs. This is being accomplished as a part of our Regional Transit Plan (RTP), which was completed in June 2019. The restrictions of the COVID-19 pandemic over 2020-2021 severely limited AVTA's ability to effectively implement the RTP; however, as ridership numbers return to pre-COVID levels, great strides are being made to address needs and improve mobility in all areas.

Item #3.3, Improve bus shelters, enlarge canopy area and make them more accessible:

AVTA's Planning Department maintains an inventory of all bus stops in the AVTA service area, including the stop location, routes served, amenities at the stop, etc. This inventory allows AVTA to better track the amenities currently installed and prioritize upgrades to stops that require improvement. During 2020-2022, 19 bus stops received improvements such as benches, trash cans, shelters, and/or concrete pads. Customer feedback plays a large role in our assessments and we strive to respond as quickly as possible when a need is brought to our attention.

Item #3.4, Adjust bus stop signage to improve readability by individuals in the wheelchair:

AVTA follows strict adherence to all laws, regulations and guidance related to the Americans with Disabilities Act of 1990 (ADA) and contained in the ADA Accessibility Guidelines (ADAAG). All bus stop signs are currently in compliance with ADA per Section 703, Signs of the ADAAG. AVTA will promptly respond to any request or concern regarding a specific sign of any type to ensure its ongoing ADA compliance.

Item #4.3, Improve crosswalk at 10th St West and Ave O-8:

AVTA has relayed the information to the leadership of the City of Palmdale. Street improvements are not under the oversight of AVTA and we can only communicate the request of the passengers.

Item #4.4, Bus pass discounts for homeless individuals:

AVTA is an active participant and vigorous promoter of LA County Metro's LIFE Program (formerly Rider Relief Transportation Program). The LIFE (Low-Income Fare is Easy) program provides transit relief assistance to low-income individuals in Los Angeles County with discounts on bus passes. AVTA has partnered with the FAME Corporation on several occasions at sign-up events around the Antelope Valley to help people apply for the program.

Item #5.2, Lancaster Metrolink station should open the gates much earlier:

AVTA has relayed the information to the leadership of Metrolink. The rail service is not under the oversight of AVTA and we can only communicate the request of the passengers.

FY23 Service Improvements:

In 2022, AVTA made great strides in the expansion of its all-electric fleet by opening a satellite office and transit store in Lake LA, CA, with an added four (4) new EV chargers to support the electric paratransit vehicles used for the Dial-a-Ride and Microtransit services in that region. We also completed installation of two (2) new WAVE pads at Antelope Valley College. AVTA continues to review the Regional Transit Plan (RTP) which recommended action items that will need to be implemented to improve access to residents, increase mobility options, serve new employment centers, and health care facilities.

FY24 Projects:

In response to a suggested community need, AVTA is evaluating plans for a new route connecting the Antelope Valley to the Victor Valley. The proposed route, the High Desert Connector, would run between Lancaster/Palmdale transit centers and the Victor Valley Transit Center.

We will also continue focusing our efforts to replace all existing gas-powered service vehicles with EV, as funding sources and infrastructure become available.

Community Outreach Efforts:

AVTA is dedicated to serving the community and to providing excellent customer service. Community outreach is a high priority goal and we continually seek to improve our efforts.

A key element in implementing the RTP is ongoing outreach to a community advisory group, consisting of key stakeholders within the community.

Our community outreach and travel training programs continue to educate and connect our local residents, especially veterans, seniors, those with disabilities, and students, to our transportation system and services.

AVTA continues outreach to the local business community, by providing services to help address the transportation needs of local businesses and their customers.

AVTA continues to promote our Non-Emergency Medical Transport program to the health care service providers in the Antelope Valley. We also provide transportation assistance to health fairs for those who are low-income and/or homeless, to connect them with the vital services that are offered there.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,



Martin J. Tompkins, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

April 26, 2023

Santa Clarita Valley Area
TDA Article 8 Hearing

As the region recovered from the pandemic, the City of Santa Clarita continued its efforts to promote public transportation and build the vital infrastructure needed to support public transit now and in the future. Because of this continued effort, the only recommendation that resulted from the 2022 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In support of this recommendation, the City has applied for multiple federal grants to fund the City's transition to a zero emission fleet and make public transit a viable alternative to the automobile.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Applied for and were awarded a \$300,000 federal grant to update the City's Transit Development Plan
- Experienced ridership growth with local ridership exceeding pre-covid levels
- Continued to experience ridership growth on the City's on demand Go! Santa Clarita service.
- Awarded a contract for the purchase of two zero emission fuel cell electric buses
- Awarded a contract for the design and construction of a hydrogen electrolyzer and fueling station at the City Transit Maintenance Facility
- Completed construction of the Vista Canyon Metrolink Station.
- Took delivery of two CNG powered commuter buses
- Partnered with Access Services to apply for federal funding to offset the cost of purchasing zero emission local transit and dial-a-ride buses
- Issued a request for proposal to update the City's Transit Development Plan.
- Completed the installation of 57 solar powered display units that provide real-time bus arrival information at key bus stop locations.
- Installed a UV sanitation system in every bus in the Santa Clarita Transit fleet

These are just a few of the City of Santa Clarita and Santa Clarita Transit's accomplishments over the past 12 months.

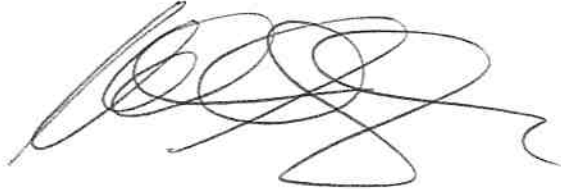


In the coming year, Santa Clarita Transit will:

- Continue to operate the weekend Beach Bus Service during the summer
- Conduct extensive community outreach to assess demand for transit services in the Santa Clarita Valley
- Seek state and federal funding to offset the cost of transitioning to a Zero emission fleet
- Award a contract for three fuel cell buses.

The City of Santa Clarita will continue to address the transit needs of our residents while working closely with our transportation partners. Our goal is to provide effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you

A handwritten signature in black ink, appearing to read 'Adrian Aguilar', with a stylized, cursive script.

Adrian Aguilar
Transit Manager

FY 2023-24 TDA ARTICLE 8

SSTAC PROPOSED FINDINGS AND RECOMMENDED ACTIONS

CATALINA ISLAND AREA

- Proposed Findings - that in the City of Avalon there are no unmet transit needs that are reasonable to meet; therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that the City of Avalon address the following and implement if reasonable to meet: 1) maintain funding sources for transit services.

ANTELOPE VALLEY AREA

- Proposed Findings – there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North Los Angeles County, existing transit needs can be met through using other existing funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions – That Antelope Valley Transit Authority (AVTA) address the following: 1) continue to evaluate funding opportunities for transit services.

SANTA CLARITA VALLEY AREA

- Proposed Findings - There are no unmet transit needs that are reasonable to meet; In the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds may be used for street and road projects, or transit projects.
- Recommended Actions - that Santa Clarita Transit address the following: 1) continue to evaluate funding opportunities for transit services.



Board Report

File #: 2023-0345, File Type: Program

Agenda Number: 16.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 14, 2023

SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. Similar to previous years, many cities require a lapsing extension due to the limited spending caused by project delays that occurred during the pandemic.

BACKGROUND

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

DISCUSSION

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing its Local Return funds. Proposition A and Proposition C utilize a “three year plus current year” period for

a total of four years for the timely use of funds requirement. Measure R and Measure M utilize a five-year period for the timely use of funds requirement.

Considerations

Capital Reserve Accounts are permitted with approval from the Board of Directors. These accounts may be established so that Los Angeles County local jurisdictions may extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

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

The Cities of Cudahy, Glendora, Lomita, Montebello, South El Monte, South Pasadena, and Temple City are all working on large street improvement projects that are difficult to coordinate and construct. These projects experienced delays due to the pandemic.

Other projects, such as Lawndale's City Wide Bus Pads, South El Monte's Civic Center Inter-Jurisdiction Bikeway, South Pasadena's Arterial Traffic Signal Improvements and Prioritization and Electric Transit Buses/Vans and Charging Systems, are included so that these cities will not lapse their funds and have extra time to complete their projects.

The City of Hidden Hills, a small city, is utilizing their Proposition C Local Return funding for the Long Valley Street and ADA curb rehab Improvement Project. The city needs an extension to construct the project but also requires extra time to build up their funds because their Proposition C Local Return five-year average amounts to \$32,000 per year.

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as Transit Vehicles, Bikeway, Bus Pads, and Street and Road improvements that would provide additional safety features for local communities.

FINANCIAL IMPACT

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

Impact to Budget

Adoption of staff recommendations would have no impact on the Metro Budget as these funds have been previously disbursed to the cities. These funds are not eligible for Metro bus and rail operations.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The projects referenced in the Capital Reserve Project Summary (Attachment A) are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. For example, the City of South El Monte proposes to use its Capital Reserve for a Civic Center Inter-Jurisdiction Bikeway that will coordinate bike and pedestrian improvements to the Civic Center. This will include curb cuts and other ADA Improvements. Through the process of public input, engagement during local decision making, and project implementation, cities and unincorporated areas of the county are empowered to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' improvement projects to be funded by their apportionments presented in Attachment A will assist in achieving those goals.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

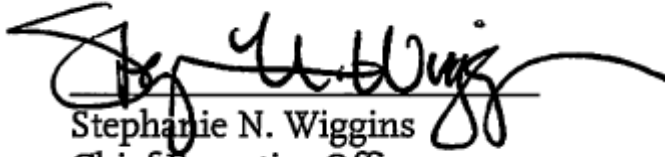
With the Board's approval of the recommendation, staff will negotiate and execute all necessary agreements between Metro and the listed cities for their Capital Reserve Accounts as approved. Staff will continue to monitor the accounts, including the annual Local Return audit, to ensure that the cities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

ATTACHMENTS

Attachment A - Project Summary for Proposed Capital Reserve Accounts

Prepared by: Susan Richan, Director, Budget, (213) 922-3017
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

**PROJECT SUMMARY FOR PROPOSED
CAPITAL RESERVE ACCOUNTS**

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of Cudahy (New)	<u>Project:</u> Cudahy Citywide Complete Streets Improvement Project <u>Justification:</u> The capital reserve will assist in the accumulation of funds and in the non-lapsing of funds	\$4,000,000	Measure R 15% Local Return	6/30/28
City Glendora (New)	<u>Project:</u> Lone Hill Phase 1 Street Rehabilitation	\$469,000	Proposition C 20% Local Return	6/30/28
	<u>Project:</u> People Movement Project <u>Justification:</u> The capital reserve will assist in the completion of funding this intersection	\$327,000	Proposition C 20% Local Return	
City of Hidden Hills (Extension)	<u>Project:</u> Long Valley Improvement Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	Existing amount \$200,000	Proposition C 20% Local Return	Extension 6/30/28
City of Lawndale (New)	<u>Project:</u> Paratransit Buses	\$262,000	Proposition A 25% Local Return	6/30/28
	<u>Project:</u> City Wide Bus Pads Capital Improvement <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$560,000	Proposition A 25% Local Return	6/30/28
City of Lomita (New)	<u>Project:</u> Lomita Corridor Widening Project <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$7,000,000	Proposition C 20% Local Return	6/30/28
City of Montebello (New)	<u>Project:</u> Montebello Paving the Way <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$10,947,746	Prop C 20% Local Return	6/30/28

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of South El Monte (New)	<u>Project:</u> Citywide Pavement Projects	\$1,000,000	Measure R 15% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,000,000	Measure M 17% Local Return	6/30/28
City of South El Monte (New)	<u>Project:</u> Civic Center Inter-Jurisdiction Bikeway <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,000,000	Prop C 20% Local Return	6/30/28
City of South Pasadena (New)	<u>Project:</u> Street Repairs per Pavement Management System	\$187,474	Measure M 17% Local Return	6/30/28
	<u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$273,535	Prop C 20% Local Return	6/30/28
City of South Pasadena (New)	<u>Project:</u> South Pasadena Arterial Traffic Signal Improvements and Prioritization <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$324,573	Prop A 25% Local Return	6/30/28
City of South Pasadena (New)	<u>Project:</u> Electric Transit Buses/Vans & Charging Systems <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$325,000	Prop A 25% Local Return	6/30/28
City of Temple City (New)	<u>Project:</u> Lower Azusa from Baldwin Ave to East City Limit west of El Monte	\$1,250,000	Proposition C 20% Local Return	6/30/28
	<u>Project:</u> Santa Anita Rehab <u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds	\$1,300,000	Proposition C 20% Local Return	6/30/28

**Board Report**

File #: 2023-0139, **File Type:** Contract**Agenda Number:** 17.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023****SUBJECT: UPGRADE TAP VENDING MACHINES TO MAINTAIN EMV/PCI COMPLIANCE****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

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

ISSUE

TAP Vending Machines, or TVMs, are installed at rail stations and major bus stops. The TVMs provide on-site access to the customers to purchase fare products and access TAP card information. The operating systems and hardware are reaching the end of life and require an update to receive system patching and support services to maintain network security and remain PCI compliant. The upgrades will also make the hardware ready for open payment technology that uses debit and credit cards for payment.

This contract modification includes two major changes for credit and debit card cybersecurity and compliance. They are:

- a) Implement payment card industry (PCI) software modifications to comply with banking requirements for accepting credit and debit card fare payment.
- b) Implement software, computer hardware, and EMV (Europay, Mastercard, and Visa) chip reading capability to transfer the liability for fraudulent credit card usage from Metro back to the card issuers.

BACKGROUND

The original Contract No. OP02461010 was awarded by the Board on February 28, 2002. The Universal Fare System was last upgraded in 2016. While the system continues to be maintained by the Cubic Support Services Maintenance Agreement, an upgrade of the software and hardware is

needed to help ensure the continued reliability and security of the system.

TAP has grown significantly over the years. TAP is now accepted by 26 transit agencies including, but not limited to, Culver CityBus, Foothill Transit, Long Beach Transit, Santa Monica Big Blue Bus, Torrance Transit, and Angels Flight. TAP can be purchased at almost 1,900 locations throughout Los Angeles County, including Los Angeles County Libraries, online at taptogo.net, rail stations, and major bus hubs.

DISCUSSION

To meet the controls for the new Payment Card Industry Secure Software Framework (PCI-SSF) certification and in support of the annual PCI certification assessment of the TAP system at the end of the calendar year 2023, several subsystems require updating. The update includes the purchase, installation, and modification of the Cubic Payment Application (CPA), Oracle Database software, Windows Operating System software, and hardware for the TAP Vending Machines (TVMs).

The second major change is for EMV, which is a technology and payment method designed to limit fraud by using embedded computer chips on credit and debit cards instead of a magnetic stripe card that is currently used on the TVMs. Businesses that do not use systems that accept EMV (chip) cards may become liable for certain fraudulent card transactions.

TAP's fare collection system requires a version upgrade of the system software to ensure continued reliability and compliance with the latest credit/debit processing standards and patron security. The upgrade involves enhancement in the credit card processing component. It also includes the upgrade of computers and card readers in 577 TVMs.

The update reflects the best approach for extending the life of the existing system, to remain PCI compliant and become EMV compliant, while laying the groundwork for the next generation of payment card technologies. This modification is slated to take up to 16 months to complete after the Notice-To-Proceed is issued.

FINANCIAL IMPACT

The project is an approved capital project and is funded in the budget. The fiscal year 2024 funding in the amount of \$2,000,000 is included in Cost Center 5440 Revenue Collection in Project 207167.

As this is a multi-year contract, the Senior Executive Officer of TAP Operations and the Executive Officer of TAP/Revenue Collection are responsible for budgeting all future year budget requirements.

Impact to Budget

The funding for these services is from Proposition C 40% and fare revenues. These funds are eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

The system upgrade will provide a benefit for TAP users paying with debit/credit cards by ensuring confidence that their card payment is secure and in compliance with EMV and PCI regulations. In addition, the system improvements will provide faster and more secure sales transactions, which is expected to better serve Metro customers, who often rely on transit as a sole mobility option.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The upgrade of the software and hardware for Universal Fare Collection system will support:

- Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system.
- Strategic Plan Goal #5: Provide responsive, accountable, and trustworthy governance with the LA Metro organization.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the modification of the contract to include the TVM system upgrade project. This could result in fines of up to \$100,000/month for each brand (DiscoverCard, MasterCard, Visa, and American Express) or \$4.92M over 16 months, higher transaction fees, termination of Metro's card payment merchant agreement, repetitive violation fines, legal costs, settlements, and judgments due to incidents of compromised data, and the inability to maintain system support, patch and upgrade the TVM and its operating systems. This is not recommended as the TVM and software system upgrade is required to maintain EMV and PCI compliance, which are necessary to avoid additional expenses and to maintain a cost-effective debit and credit card merchant agreement. In addition, the TVMs in their current state cannot accommodate new fare payment technology (open payment and account-based systems).

NEXT STEPS

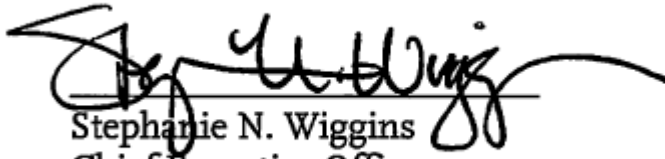
Upon approval by the Board, staff will execute Modification No. 173 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. for the TVM upgrade for EMV and PCI compliance.

ATTACHMENTS

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

Prepared by: Tisha Bruce, Executive Officer, Finance (213) 922-7621
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

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Upgrade TAP Ticket Vending Machines (TVMs) and core server		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: April 12, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/28/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$305,247,901
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$12,364,519
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$401,615,864
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Tisha Bruce		Telephone Number: (213) 922-7621

A. Procurement Background

This Board Action is to approve Contract Modification No. 173 for the upgrade of TAP (Transit Access Pass) Ticket Vending Machines (TVMs) and core server.

In order to maintain Payment Card Industry Secure Software Framework (PCI-SSF) compliance and support PCI certification, several updates to the TAP system are necessary. The Universal Fare System (UFS) was last updated in 2016. While the system continues to be maintained by Cubic Transportation Systems, Inc. (Cubic) support services maintenance agreement, an upgrade of software and hardware is needed to help ensure continued reliability and security of the system.

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

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

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

B. Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, and independent cost estimate. There is a 24% increase in quantity of hardware acquired throughout the years, which needs to be upgraded. The tax rate along with inflation accounts for an increase in cost in comparison to previous upgrades.

Proposal Amount	Metro ICE	Recommended Amount
\$12,364,519	\$12,417,198	\$12,364,519

CONTRACT MODIFICATION/CHANGE ORDER LOG

UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521
30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040
58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069
81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	EI Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753
104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970
134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and instcall	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/17	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/17	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/17	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/17	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/17	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
151.01	Revisions to CN/Mod for Regional Connector Claim	Approved	3/28/2022	\$42,148
151.02	Storage Period Adjustment for Regional Connector Project (No-Cost)	Approved	2/7/2023	\$0
151.03	Not Used	-	-	\$0
151.04	Additional Cost for out-of-scope work – Regional Connector Project	Approved	3/28/2023	\$19,523.79
152	TAP System Patching	Approved	4/4/18	\$165,337
153	Network Back Office Configuration	Approved	4/12/18	\$37,222
154	TAP System Wide Upgrades	Approved	6/28/18	\$22,104,750
155	TAP System Support Services	Approved	4/25/19	\$68,220,642
156	Latitude/Longitude to A102 Reports	Approved	6/29/18	\$14,994
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/18	\$2,622,560
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860

ATTACHMENT B

Mod. No.	Description	Status (approved or pending)	Date	Amount
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667
165	Replacement of BMVs for All Door Boarding	Approved	2/24/2022	\$9,545,440
166	LIFE Fare Capping for Regular Cards	Approved	4/6/2022	\$149,888
167	SLA Abatement Relief – No Cost Mod	Approved	5/10/2022	\$0
168	Non-RMP Changes & Promo Card Enhancements	Approved	6/23/2022	\$387,000
169	QRadar License Renewal	Approved	6/30/2022	\$90,055
170	UFS Equipment for AMC/96 th St Station	Approved	9/20/2022	\$3,660,472
171	Fare Capping Phased Approach	Approved	2/14/2023	\$274,940
172	Rolling Weekly (7-Day) Pass	Approved	3/8/2023	\$1,255,979
173	TAP Core Server & TVM Upgrade Project	Pending	Pending	\$12,364,519
	Modification Total:			\$317,612,420
	Original Contract:		2/28/2002	\$84,003,444
	Total:			\$401,615,864

DEOD SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 87% complete and the current level of participation is 6.59% DBE, exceeding the commitment by 0.94%.

Small Business Commitment	5.65% DBE	Small Business Participation	6.59% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.25%
2.	Lows Enterprise, Inc.	Black American	0.13%	0.03%
3.	TechProse	Caucasian Female	0.41%	0.05%
4.	Robnett Electrical	Black American	2.53%	5.93%
5.	Priority Manufacturing	Caucasian Female	0.93%	0.03%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.03%
7.	KLI, Inc.	Asian-Pacific American	0.25%	0.07%
8.	Kormex Metal Craft	Asian-Pacific American	1.02%	0.20%
	Total DBE Participation		5.65%	6.59%

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

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 #: 2023-0349, File Type: Budget

Agenda Number: 18.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 14, 2023

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2024 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

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

ISSUE

Access provides mandated Americans with Disabilities Act (ADA) paratransit service on behalf of Metro and Los Angeles County fixed route operators. Access is proposing \$280,190,067 for the FY24 budget, which includes \$277,656,164 for their operating and capital needs, and \$2,533,903 to support Metrolink's participation in Access' Free Fare Program.

The Access budget is funded by various federal and local funds sources. Of this total, \$116,405,925 will be funded from federal grants, including federal Surface Transportation Block Grant (STBG) Program funds, passenger fares, and other income generated by Access. The remaining amount of \$163,784,142 is proposed to be funded with Measure M ADA Paratransit Service (MM2%) funds, Proposition C 40% Discretionary (PC40%) funds, FY22 carryover funds, and general funds generated from reimbursements received from the Federal Emergency Management Agency (FEMA) and other sources. See Attachment A for funding details.

BACKGROUND

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

In FY24, Access is forecasted to provide more than 3.1 million passenger trips to approximately 103,000 qualified ADA paratransit riders. Access' service area covers over 1,950 square miles of Los Angeles County by utilizing accessible vehicles and taxicabs operated by six contractors to ensure efficient and effective service. The service area is divided into six regions (Eastern, Southern, West Central, Northern, Santa Clarita, and Antelope Valley).

Access returned to its pre-pandemic, next-day, shared-ride service model in FY23. Masks were required for both drivers and riders until March 31st which marked the formal end of Los Angeles County's COVID-19 emergency.

DISCUSSION

Ridership

Access' budget is based on a paratransit ridership forecast provided by an independent third-party consulting firm, HDR Engineering, Inc. (HDR). The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership forecast. Total forecasted passengers are then converted to passenger trips. The number of trips and the contractual cost per trip are the major cost drivers in the Access budget.

Based on ridership data through December 2022, HDR projects ridership to increase by 11.2 percent in FY24 to more than 3,827,146 passengers, or about 80 percent of pre-covid annual ridership. While it is expected that customer demand will normalize after the pandemic, the ridership forecast remains speculative for the coming fiscal year. The FY24 budget will fund Access' request, reflecting HDR's ridership forecast, and sets aside a reserve amount of \$5 million.

Cost Per Trip

In FY24, Access projects the estimated average cost per trip will be \$62.71. This is a 6.3 percent decrease from the FY23 average cost per trip of \$66.94. The cost per trip is decreasing because the number of trips is increasing while the fixed-fee components (i.e., lease costs, insurance, utilities, and administration costs/staff) of the contracts remain static.

Fares

Section 37.131(c) of the Code of Federal Regulations limits paratransit fares to no more than twice the full, non-discounted fixed-route base fare. A subsequent amendment in the 2015 Fixing America's Surface Transportation (FAST) Act tied Access' fares to the Metro base fare of \$1.75 for purposes of

calculating a maximum paratransit fare amount.

Access charges a fare of \$2.75 each way for trips up to 19.9 miles and a fare of \$3.50 for trips of 20 miles or more in the Los Angeles basin. For trips in the Santa Clarita and Antelope Valleys, Access charges \$2 each way due to the lower base fares of the fixed-route systems in those areas. Access projects \$8.8 million in fare revenues for FY24, an increase of 2.8 percent or \$239,000 from FY23.

FY24 Proposed Budget

Access' FY24 total operating and capital budget is expected to increase by 10.2 percent as outlined in the table below.

Expenses (\$ in millions)	FY23	FY24	\$ Change	% Change
	Adopted	Proposed		
Direct Transportation	\$ 189.5	\$ 203.8	\$ 14.3	7.5%
Ridership Reserve		5.0		
Contracted Support	14.3	16.8	2.5	17.5%
Management/Administration	14.1	15.4	1.3	9.2%
Total Operating Costs	218.0	241.0	23.0	10.6%
Capital Program Carryover	33.7	32.4	(1.3)	-3.9%
Capital Program New		1.3	1.3	
Capital Construction/Non Metro Funds		3.0	3.0	
Total Capital Program	33.7	36.7	3.0	8.9%
Total Expenses	\$ 251.9	\$ 277.7	\$ 26.0	10.2%

Note: Totals may not add up because of rounding

The Direct Transportation cost is projected to increase by 7.5 percent due to an 11.2 percent increase in paratransit demand and contractual Consumer Price Index (CPI) increases for the service delivery contractors. Another cost driver is the lack of taxi availability, which has helped to maintain a lower cost structure for Access. Prior to the pandemic, taxis provided up to 51 percent of the trips, while in FY23 taxi trips made up 35 percent. With limited taxi availability, more Access vehicles and drivers are needed to meet ridership and trip demand. Similarly, Contracted Support costs are estimated to increase by 17.5 percent due to the resumption of in-person eligibility reviews. Management & Administration costs will increase by 9.2 percent as Access restores services to pre-pandemic levels in response to the forecasted increase in ridership demand.

Access' total capital program is \$36.7 million. Due to production delays, up to \$32.4 million will be carried over from FY23 into the next fiscal year for the purchase of a total of 232 revenue vehicles. These vehicles are scheduled to be delivered in FY24. Over half of Access' revenue vehicles have

surpassed their useful life of 250,000 miles.

The vehicle capital budget is increasing by \$1.3 million for the replacement of ten (10) vehicles used by Access' Road Safety Inspectors, which have all exceeded their useful life. In addition, Access is requesting funding for one (1) accessible electric paratransit vehicle for the new pilot program.

Operating and Maintenance Facilities

Access' adopted Strategic Plan calls for the development of operating facilities in each of its six service regions to enhance both long-term fiscal and operational effectiveness. For the first time, Access' FY24 proposed capital budget includes the development of a paratransit operations and maintenance facility in Lancaster, CA that is being partially funded through reimbursements received by the Federal Emergency Management Agency (FEMA) and other funds.

Access has also submitted federal earmark requests and will continue to seek other revenue sources to eliminate the need for local fund sources such as PC 40% funds. These limited funds are reserved for transit service operations and are treated as funds of last resort for capital expense purposes. Programming of local funds for a maintenance facility would require Metro approval.

FY22 Carryover Operating

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY22 audit determined that Access had approximately \$2,477,940 of unspent or unencumbered funds. Per Access' FY23 Memorandum of Understanding (MOU), Access has the option to either return the funds to Metro or request that such funds be carried over to the next fiscal year to be applied toward operating expenses. Access has requested the full carryover of these funds from FY22 into the FY24 proposed budget.

FY24 Operating Reserve

The unprecedented nature of the pandemic has made forecasting ridership challenging. In anticipation of potential increases in demand above the forecast, Metro staff and Access have mutually agreed upon the establishment of an operating reserve fund in the amount of \$5 million for unanticipated ridership demand in FY24, if needed.

FY23 Performance

Through April 2023, Access has provided 2.3 million paratransit trips, which is about 80 percent of the trips provided during the same pre-pandemic period in 2019.

Overall, most operational statistics show improvement in FY23 when compared to FY22. This reflects Access' successful campaign to improve driver hiring and retention. Contractors who do not meet certain KPIs must provide a service improvement plan and are assessed liquidated damages, when contractually applicable.

Access has set aggressive performance goals for contractors. Two performance indicators fell short of the goals, preventable collisions and denials. The preventable collision goal of <.75 fell short at .86

due to reduced overall vehicle miles because of the pandemic. There were four (4) individual denials in FY23 due to reservations offering trip times outside of the allowable one-hour window; in each of these instances, immediate retraining was provided for staff.

The following Key Performance Indicators (KPIs) are in place to ensure that optimal and equitable levels of service are provided countywide. These service statistics are tracked and published monthly, and a comparison summary of the annual KPIs is provided below:

Key Performance Indicators	Standard	FY22	FY23*
On-Time Performance	≥ 91%	89.8%	91%
Excessively Late Trips	≤ 0.10%	0.14%	0.05%
Excessively Long Trips	≤ 5.0%	3.6%	3.8%
Missed Trips	≤ 0.75%	0.59%	0.46%
Denials	0	6	4
Access to Work - On-Time Performance	≥ 94%	95.8%	95%
Average Hold Time (Reservations)	≤ 120	66	61
Calls On Hold > 5 Min (Reservations)	≤ 5%	3.2%	2.4%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.8%	2.0%
Complaints Per 1,000 Trips	≤ 4.0	3.2	2.7
Preventable Incidents per 100,000 miles	≤ 0.25	0.20	0.18
Preventable Collisions per 100,000 miles	≤ 0.75	0.74	0.86
Miles Between Road Calls	≥ 25,000	58,746	39,903

*YTD through April 2023

Access Update

In FY23, Access:

- Implemented a fleet preventative maintenance and rehabilitation program using federal ARPA funds
- Updated its Title VI Program
- Increased contractor driver wages and taxi subcontractor rates
- Established a Capital Construction fund for paratransit operations and maintenance facilities
- Applied for federal grants for both the facilities and an electric vehicle pilot program
- Conducted a customer travel mode choice survey. The full report of the survey can be found here:

<https://accessla.org/sites/default/files/Publications/Travel%20Mode%20Study%202023.pdf>

In FY24, Access plans to:

- Award contract for architectural and engineering services for the Antelope- Valley region paratransit operating facility
- Award new contract for paratransit eligibility services

- Award new contract for the Eastern (San Gabriel Valley) region
- Initiate a pilot program for accessible electric paratransit vehicles
- Conduct a customer satisfaction survey via text and phone calls
- Implement the new Transportation Network Company (TNC) pilot program

Metro Oversight Function

Metro provides oversight of Access to ensure system equity, inclusion, cost efficiency, and accountability in their provision of ADA paratransit service. Metro actively participates and is represented on Access' Board of Directors and the Transportation Professionals Advisory Committee. Access will continue to be included in Metro's Consolidated Audit process. Additionally, at the request of the Metro Finance, Budget & Audit Committee, Access provides updates to the committee that includes an overview of Access' performance outcomes and service initiatives on a semiannual basis.

FINANCIAL IMPACT

Access' proposed budget for FY24 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY24 Metro Annual Budget as adopted at the May 2023 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of \$17.7 million, and Proposition C 40% funds in the amount of \$133.3 million for a total of \$151.0 million. Given the region is fully funding its forecasted ADA paratransit obligation, there will be no budgetary impact on Metro's bus and rail operations.

EQUITY PLATFORM

By federal mandate, Access exclusively serves people with disabilities and seniors, thus providing a significant equity impact and benefit. Access' service region is divided into six regions, and all have similar KPIs, which are measured and monitored by Access staff. Most recently, Access analyzed its service area map to determine the percentage of riders served in Equity Focus Communities (EFCs). From July 1, 2022, through April 30, 2023, about 46.7 percent of all trips taken by 45,013 Access riders were picked up in EFCs.

On a semiannual basis, Access conducts countywide community meetings to allow all customers and stakeholders to receive information about Access and directly communicate with staff about their service experiences. Closed captioning, language translation services, Braille, and large print materials are available upon request to ensure that all customers throughout Los Angeles County can participate. The next community meeting is planned for summer 2023.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

Not fully funding Access to provide the mandated ADA paratransit services for FY24 would place Metro and the other 45 Los Angeles County fixed route operators in violation of the ADA, which mandates that fixed route operators provide complementary paratransit service within three-fourths of a mile of local rail and bus lines. Not fully funding ADA service would impact Metro's as well as the region's ability to compete for federal grants and to receive federal funding. If individual transit operators were required to provide these services, the overall cost of the program would increase and the mobility options of people with disabilities throughout Los Angeles County would be significantly limited.

NEXT STEPS


Upon approval, staff will execute an MOU for FY24 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY24 Access Services ADA Program

Prepared by: Fayma Ishaq, Accessibility Program Manager, (213) 922-4925
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Reviewed by: Nalini Ahuja, Chief Financial Officer, 213-922-3088


Stephanie N. Wiggins
Chief Executive Officer

Attachment A

FY24 ACCESS SERVICES ADA PROGRAM		
(\$ in millions)		
EXPENSES		
1	FY24 Access Proposed Budget	\$ 272.7
2	Reserve Fund ¹	5.0
3	Metrolink Free Fare Program (paid by Metro)	2.5
4	Total Expenses	\$ 280.2
5		
REVENUES		
6		
7	Federal Funds- Operating & Capital	
8	STBG Program & ARPA	\$ 82.0
9	Capital Carryover	25.1
10	Passenger Fares, 5317, ARPA & Misc. Income	9.3
11	Subtotal Federal Funds	\$ 116.4
12		
13	Local Funds - Operating & Capital	
14	<u>Measure M 2%</u>	
15	FY24	Subtotal \$ 17.7
16		
17	<u>Proposition C 40%</u>	
18	Operating ^{2 & 3}	\$ 124.3
19	Reserve Fund ^{1,2 & 3}	5.0
20	Metrolink Free Fare Program (paid by Metro) ^{2 & 3}	2.5
21	Capital ^{2 & 3}	1.3
22	Subtotal	\$ 133.1
23		
24	Subtotal Local Funds³	\$ 150.8
25	<u>Carryover Funds</u>	
26	FY22 Audited carryover (previously authorized)	\$ 2.5
27	Prior year Capital	7.3
28	Capital Construction/Non Metro funds	3.0
29	Subtotal	\$ 12.8
30		
31	Total FY24 Local Funds	\$ 163.6
32		
33	Total Revenues	\$ 280.2

Note: Totals may not add up because of rounding

¹Reserve funds for greater than forecasted demand

²Operating & Capital - portions of these funds may be replaced with federal STBG Program and/or CRRSSA/HIP funds

³New local funds request for FY24



Access Services Fiscal Year 2024 Proposed Budget

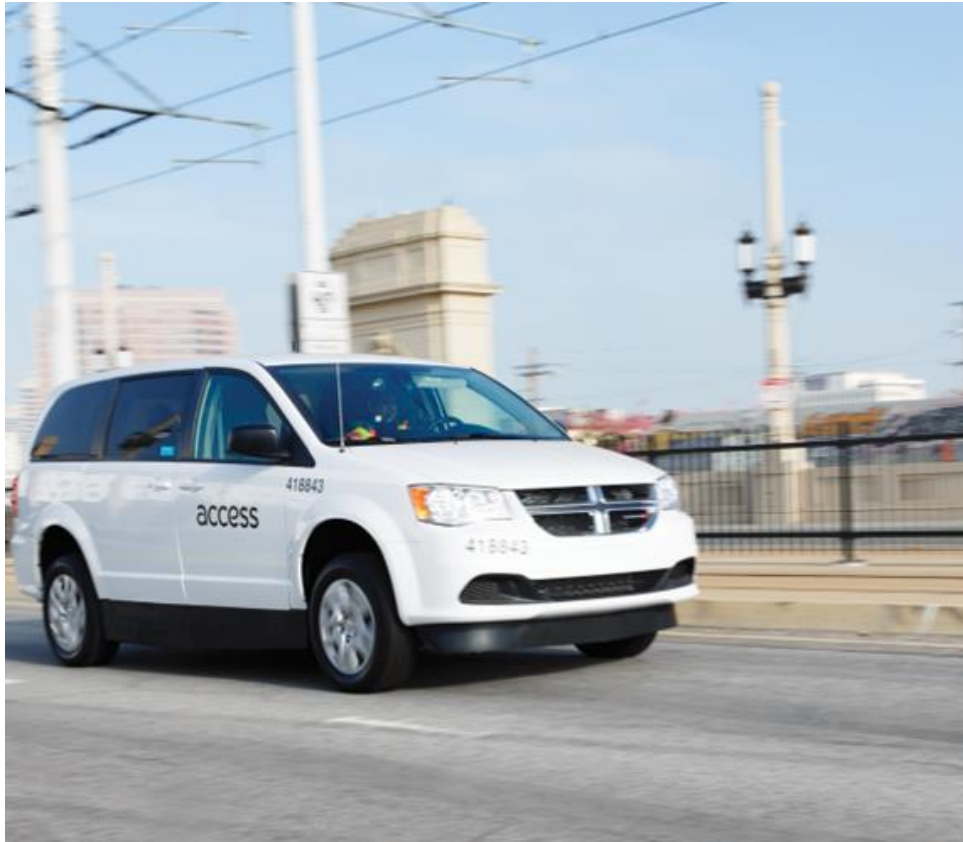
Finance, Budget & Audit Committee
June 2023

Access Services - FY24 Proposed Budget

	FY23 Adopted	FY24 Proposed	\$ Change	% Change	Notes
Expenses (\$ in millions)					
1 Direct Transportation	\$ 189.5	\$ 203.8	\$ 14.3	7.5%	Forecasted trip demand is over 11.2%
2 Ridership Reserve		5.0			Reserve for greater than forecasted demand
3 Contracted Support	14.3	16.8	2.5	17.5%	Resume in-person eligibility evaluations New contracts - Evaluation Services & Call Center Customer service call volume expected to increase & mirror ridership increase
4 Management/Administration	14.1	15.4	1.3	9.2%	Professional Services and fringe benefits
5 Total Operating Costs	\$ 218.0	\$ 241.0	\$ 23.0	10.6%	
7 Capital Program Carryover	33.7	32.4	(1.3)	-3.9%	Vehicle production & delivery delays in FY23
8 Capital Program New		1.3	1.3		Non-Revenue Fleet - Road Safety Inspector Vehicles
9 Capital Construction/Non Metro Funds		3.0	3.0		Antelope Valley Operating Facility Development
10 Total Capital Program	\$ 33.7	\$ 36.7	\$ 3.0	8.9%	
11 Total Expenses	\$ 251.9	\$ 277.7	\$ 26.0	10.2%	

Note: Totals may not add up because of rounding

FY24 Local Funding Request



FY24 ACCESS SERVICES ADA PROGRAM		
(\$ in millions)		
EXPENSES		
1	FY24 Access Proposed Budget	\$ 272.7
2	Reserve Fund ¹	5.0
3	MetroLink Free Fare Program (paid by Metro)	2.5
4	Total Expenses	\$ 280.2
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REVENUES		
6		
7	Federal Funds- Operating & Capital	
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² Operating & Capital - portions of these funds may be replaced with federal STBG Program and/or CRRSSA/HIP funds

³ New local funds request for FY24

Access Services – Key Performance Indicators (KPIs)

Key Performance Indicators	Standard	FY22	FY23*
On-Time Performance	≥ 91%	89.8%	91%
Excessively Late Trips	≤ 0.10%	0.14%	0.05%
Excessively Long Trips	≤ 5.0%	3.6%	3.8%
Missed Trips	≤ 0.75%	0.59%	0.46%
Denials	0	6	4
Access to Work - On-Time Performance	≥ 94%	95.8%	95%
Average Hold Time (Reservations)	≤ 120	66	61
Calls On Hold > 5 Min (Reservations)	≤ 5%	3.2%	2.4%
Calls On Hold > 5 Min (ETA)	≤ 10%	2.8%	2.0%
Complaints Per 1,000 Trips	≤ 4.0	3.2	2.7
Preventable Incidents per 100,000 miles	≤ 0.25	0.20	0.18
Preventable Collisions per 100,000 miles	≤ 0.75	0.74	0.86
Miles Between Road Calls	≥ 25,000	58,746	39,903

*YTD through April 2023

FY23 Accomplishments



Fleet Preventative Maintenance & Rehabilitation Program



Title VI Program



Increase to Contractor Driver Wages and Taxi Subcontractor Rates



Established Capital Construction Fund



Grants for Facilities & Electric Vehicle Pilot Program



Customer Travel Mode Choice Survey

FY24 Initiatives



Award Design Services Contract for Paratransit Facility



Award new Paratransit Eligibility Services Contract



Award new Eastern Region Operations Services Contract



Initiate Electric Paratransit Vehicle Pilot Program



Conduct Customer Satisfaction Survey



Implement new Transportation Network Company (TNC) Pilot Program

Access Services – Recommendations

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

**Board Report**

File #: 2023-0346, **File Type:** Program

Agenda Number: 20.

FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 14, 2023

SUBJECT: FISCAL YEAR 2023-24 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$3.3 billion in FY 2023-24 (FY24) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro operations, as shown in Attachment A. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;
- B. APPROVING an adjustment to Tier 2 Operator funding for the Cities of Burbank, Glendale, Los Angeles, and Pasadena from a capped amount of \$6 million to \$8.2 million for FY24 that will be adjusted annually by the Consumer Price Index (CPI) in subsequent years;
- C. APPROVING fund exchanges in the estimated amount of \$4,471,049 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchanges in the estimated amount of \$984,952 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- E. APPROVING Two-year lag funding in the amount of \$273,680 for the transfer of the eastern segment of Metro line 130 to Long Beach Transit. The transfer will consist of 132,959 Revenue Miles;
- F. APPROVING fund exchange in the amount of \$320,133 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY18 and FY19 Federal Section 5307;
- G. APPROVING fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation;

-
- H. APPROVING fund exchanges in the amount totaling \$16.2 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
 - I. APPROVING fund exchange in the amount of \$5 million of Metro's Prop C 40% allocations with the Local Transit Operators' share of federal Section 5307 funds to implement the Local Transit Systems Subcommittee's (LTSS) Zero Emission Vehicle (ZEV) Call for Projects;
 - J. APPROVING project selection and programming of \$13,937,073 for the LTSS ZEV Call for Projects as shown in Attachment B;
 - K. AUTHORIZING the Chief Executive Officer to adjust FY24 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY24 budget as necessary to reflect the adjustments;
 - L. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (Attachment C); and
 - M. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY24 budget amendments to implement the above funding programs.

ISSUE

Each year, transit operating and capital funds consisting of federal, state, and local revenues are allocated to Metro operations, transit operators, and Los Angeles County local jurisdictions for programs, projects, and services according to federal guidelines, state laws, and established funding policies and procedures. The Board of Directors must approve allocations for FY24 prior to fund disbursement. As in prior years, the proposed transit allocations include fund exchanges of Metro funding for municipal and local transit operator shares of federal and State grant programs to enable them to draw down funding quickly with less requirements. In addition, this year's fund allocations include two new actions: a recommendation to adjust the Tier 2 Operator funding pool by CPI and approval for the LTSS ZEV fund program.

BACKGROUND

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

The recommended FY24 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board. Details of significant information, methodologies, and assumptions are described in Attachment D.

Staff has reviewed the recommended allocations, related methodologies, and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS), and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS, and LTSS have all formally adopted the recommended FY24 Transit Fund Allocations.

DISCUSSION

In consultation with the Bus Operations Subcommittee (BOS) members on April 18, 2023, Metro staff recommended using FY22 vehicle service miles statistics and fare revenue data to allocate State, Local, and federal funds. To mitigate the impact of COVID-19, Metro staff recommended, and BOS members approved, the use of FY19 fare revenue data for the operators that would be disproportionately impacted by using the standard formula calculation. The four operators that were allowed to use FY19 fare revenue data include Arcadia Transit, La Mirada Transit, Redondo Beach, and Santa Clarita.

In addition, Metro was asked to accommodate fund exchanges with the municipal and local transit operators to assist them in accessing funding more quickly with less administrative requirements as follows:

- The Municipal operators are requesting fund exchanges of their Federal Sections 5339 and 5337 allocations with Metro's share of Federal Section 5307 allocation to minimize the impact on administrative processes associated with these funding programs.
- The Municipal operators, Burbank, and Glendale are requesting fund exchanges of their LCTOP allocations with Metro's TDA Article 4 and Prop C 40% fund allocations to minimize the impact on administrative processes associated with these funding programs.
- La Mirada is requesting a fund exchange of their shares of FY18 and FY19 Federal Section 5307 allocations with Metro's TDA Article 4 to minimize the impact on administrative processes associated with the federal grant program.
- Long Beach Transit is requesting a fund exchange of their share of Section 5307 15% Discretionary funds with Metro's TDA Article 4 funds for the Southern California Regional Transit Training Consortium (SCRTTC). In April 2022, BOS awarded \$360,000 a year for three years for the regional training program through an award to Long Beach Transit.
- To expedite grant approval and fund disbursement by the Federal Transit Administration, Metro will exchange the \$5 million allocated to the Local Transit Operators under Section 5307 grants with its Prop C 40% funds to implement the LTSS ZEV program.

Tier 2 Operator Funding

On May 2, 2023, the City of Glendale submitted a request to increase the Tier 2 funding pool, which

has been capped at \$6 million since 2010. The other transit funding programs are allowed to grow annually based on their respective adopted program rules. In response, Metro staff recommended, and the BOS members approved, an adjustment of the funding from a \$6 million annual cap to \$8.2 million for FY24, with the subsequent annual allocations to be adjusted based on the CPI. The FY24 amount was derived by applying the actual annual CPI rates to the annual \$6 million capped allocation between the first year of the Tier 2 Operator program in 2010 through to 2024.

Reallocation of Federal Section 5307 Capital Revenues for LTSS ZEV Call for Projects

In June 2022, the Board approved a reallocation of greater than anticipated Federal Section 5307 Capital revenues made available by the Federal Infrastructure Investment and Jobs Act (IIJA), to fund a zero-emission vehicle capital call for projects available to local transit operators and administered by the LTSS. Staff, working with members of the BOS, and Los Angeles County Municipal Operators Association (LACMOA), agreed to collectively set aside the Section 5307 funding as follows: \$10 million in FY22, \$5 million in FY24 and \$5 million in FY26, for the purpose of addressing the capital needs of local operators, particularly the mandated conversion to electric or other zero emission vehicles. This will total \$20 million for the life of the IIJA. Metro is then exchanging local funds with Section 5307 funds to help expedite project delivery by reducing administrative requirements for the local operators. The Metro Board approved a fund exchange in June 2022 for the first \$10 million allocation, and staff is requesting approval of a fund exchange this year for the second \$5 million allocation in FY24 Section 5307 funds.

LTSS released the call for projects announcement in November 2022, applications were received in January 2023, and evaluated and scored in April 2023. A total of seven applications were received totaling \$13.9 million in requests. All applications received a score above 70, qualifying them for funding. The LTSS recommended funding all applications and utilizing the \$10 million in FY22 funds and \$3.9 million of FY24 funds to fully fund the requests. The selected projects and recommended grant awards are contained in Attachment B.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY24 Transit Fund Allocations are included in the FY24 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes Metro to disburse these funds to the Los Angeles County jurisdictions and transit operators.

EQUITY PLATFORM

Under Board-adopted guidelines, this item enables the programming of funds to recipients to support the implementation of various transportation projects and improvements throughout the region. The FY24 Transit Fund Allocations referenced in Attachment A are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Through the process of public input and engagement, local decision making, and project implementation, cities and unincorporated

areas of the county, and transit operators have control to appropriately and equitably address the needs of their communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goals #1 and #2 by improving mobility, ease of travel, and safety. The local jurisdictions' and transit operator's improvement projects to be funded by their apportionments presented in Attachment A will assist in achieving those goals.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY24 Transit Fund Allocations and instruct staff to use an alternative methodology for allocation. This alternative is not recommended as federal, state, and local requirements, as well as prior Metro Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects, and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by the Metro Board and have been agreed upon by affected operators and jurisdictions.

NEXT STEPS

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

ATTACHMENTS

Attachment A - FY24 Transit Fund Allocations

Attachment B - LTSS ZEV Call for Projects Selection and Awards

Attachment C - TDA and STA Resolution

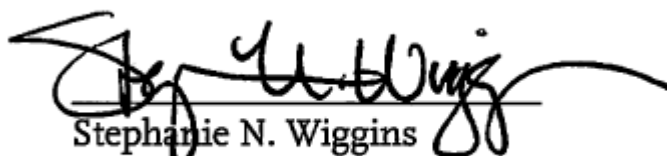
Attachment D - Summary of Significant Information, Methodologies, and Assumptions

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Stephanie N. Wiggins
Chief Executive Officer



Metro[®]

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2024
TRANSIT FUND ALLOCATIONS
PROPOSED

July 1, 2023 – June 30, 2024

June 14, 2023

FY 2024
Proposed
Transit Fund Allocations

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

**Fiscal Year 2024
PRELIMINARY REVENUE ESTIMATES**

STATE AND LOCAL	FY24 Estimated Revenue	Carryover FY22 Budget vs Actual	Interest FY22 Actual	FY24 Total Funds Available	NOTE	FY23 Total Funds
Transportation Development Act:						
Planning & Administration:						
1 Planning - Metro	\$ 6,000,000			\$ 6,000,000		\$ 5,159,000
2 Planning - SCAG	4,500,000			4,500,000		3,869,250
3 Administration - Metro	4,378,855			4,378,855		3,909,692
4 Sub-total	14,878,855			14,878,855		12,937,942
5 Article 3 Pedestrian & Bikeways 2.0000%	11,702,423	1,853,156	36,032	13,591,611		11,144,314
6 Article 4 Bus Transit 90.7918%	531,242,243	84,125,722	1,635,695	617,003,660		508,403,193
7 Article 8 Streets & Highways 7.2082%	42,176,480	6,678,925	129,861	48,985,266		37,668,206
8 Total	600,000,000	92,657,803	1,801,588	694,459,391		570,153,654
Proposition A:						
9 Administration 5.0000%	60,000,000	11,310,295		71,310,295		58,250,104
10 Local Return 25.0000%	285,000,000	n/a		285,000,000	a	245,052,500
11 Rail Development 35.0000%	399,000,000	75,213,460		474,213,460		387,363,192
Bus Transit: 40.0000%						
12 95% of 40% Capped at CPI 3.71%	279,341,351	n/a		279,341,351	b	269,348,521
13 95% of 40% Over CPI	153,858,649	n/a		153,858,649	c	103,131,279
14 Sub-total	433,200,000	-		433,200,000		372,479,800
15 5% of 40% Incentive	22,800,000	4,297,912		27,097,912		22,135,040
16 Total	1,200,000,000	90,821,666		1,290,821,666		1,085,280,636
Proposition C:						
17 Administration 1.5000%	18,000,000	3,393,045		21,393,045		17,475,155
18 Rail/Bus Security 5.0000%	59,100,000	11,140,498		70,240,498		57,376,760
19 Commuter Rail 10.0000%	118,200,000	22,280,996		140,480,996		114,753,520
20 Local Return 20.0000%	236,400,000	n/a		236,400,000	a	203,264,600
21 Freeways and Highways 25.0000%	295,500,000	55,702,489		351,202,489		286,883,800
22 Discretionary 40.0000%	472,800,000	89,123,983		561,923,983		459,014,080
23 Total	1,200,000,000	181,641,011		1,381,641,011		1,138,767,916
State Transit Assistance:						
24 Bus (PUC 99314 Rev Base Share)	45,109,292	34,638,409	154,481	79,902,182	d	60,136,246
25 Rail (PUC 99313 Population Share)	58,209,440	26,503,605	99,713	84,812,758		46,500,350
26 Total	103,318,732	61,142,014	254,194	164,714,940		106,636,596
SB 1 State Transit Assistance:						
27 Bus (PUC 99314 Rev Base Share)	36,956,876	28,741,708	127,740	65,826,324	d,e	50,239,195
28 Rail (PUC 99313 Population Share)	47,689,486	21,993,329	82,579	69,765,394	f	38,843,608
29 Total	84,646,363	50,735,037	210,319	135,591,719		89,082,803
SB 1 State Of Good Repair						
30 Bus (PUC 99314 Rev Base Share)	11,636,592	1,624,468	146,937	13,407,997	e	22,636,276
31 Rail (PUC 99313 Population Share)	15,015,963	1,295,057	49,197	16,360,217	f	17,461,658
32 Total	26,652,555	2,919,525	196,134	29,768,214		40,097,934

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

**Fiscal Year 2024
PRELIMINARY REVENUE ESTIMATES (continued)**

STATE AND LOCAL	FY24 Estimated Revenue	Carryover FY22 Budget vs Actual	Interest FY22 Actual	FY24 Total Funds Available	NOTE	FY23 Total Funds
Measure R:						
33 Administration	1.5000%	18,000,000	3,392,424	(374,239)		21,018,185
34 Transit Capital - "New Rail"	35.0000%	413,700,000	77,969,202	3,037,464		494,706,666
35 Transit Capital - Metrolink	3.0000%	35,460,000	6,683,074	(448,272)		41,694,802
36 Transit Capital - Metro Rail	2.0000%	23,640,000	4,455,383	(142,630)		27,952,753
37 Highway Capital	20.0000%	236,400,000	44,553,830	(1,482,240)		279,471,590
38 Operations "New Rail"	5.0000%	59,100,000	11,138,457	(1,079,162)		69,159,295
39 Operations Bus	20.0000%	236,400,000	44,553,830	(4,713,883)		276,239,947
40 Local Return	15.0000%	177,300,000	n/a	n/a	a	177,300,000
41 Total		1,200,000,000	192,746,199	(5,202,962)		1,387,543,237
Measure M:						
Local Return Supplemental & Administration:						
42 Administration	0.5000%	6,180,000	1,158,407	(50,332)		7,288,075
43 Supplemental transfer to Local Return	1.0000%	11,820,000	n/a	n/a	a,g	11,820,000
44 Sub-total		18,000,000	1,158,407	(50,332)		19,108,075
45 Local Return Base	16.0000%	189,120,000	n/a	n/a	a,g	189,120,000
46 Metro Rail Operations	5.0000%	59,100,000	11,077,970	(1,074,801)		69,103,169
47 Transit Operations (Metro & Municipal Provid	20.0000%	236,400,000	44,311,878	(4,705,465)		276,006,413
48 ADA Paratransit/Metro Discounts for Seniors & €	2.0000%	23,640,000	4,431,188	93,938		28,165,126
49 Transit Construction	35.0000%	413,700,000	77,545,787	3,326,865		494,572,652
50 Metro State of Good Repairs	2.0000%	23,640,000	4,431,188	(172,125)		27,899,063
51 Highway Construction	17.0000%	200,940,000	37,665,096	(6,490,223)		232,114,873
52 Metro Active Transportation Program	2.0000%	23,640,000	4,431,188	(609,516)		27,461,672
53 Regional Rail	1.0000%	11,820,000	2,215,594	(84,424)		13,951,170
54 Total		1,200,000,000	187,268,295	(9,766,083)		1,377,502,212
55 Total Funds Available		\$ 5,614,617,649	\$ 859,931,550	\$ (12,506,810)	h	\$ 6,462,042,390
Total Planning & Admin Allocations:						
56 (Lines 4, 9, 17, 33 and 42)		\$ 117,058,855	\$ 19,254,170	\$ (424,571)		\$ 135,888,454

Notes:

- a) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- b) Consumer price index (CPI) of 3.71% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- c) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- d) STA Revenue estimates (including SB1/STA) from the State Controller's office is reduced by 10% for the revenue base share and population-base share due to anticipated shortfall of FY24 revenue.
- e) In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office are reduced by 5% due to the anticipated shortfall of FY24 revenue.
- f) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.
- g) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.
- h) Per government accounting standards, reported interest is derived from the fair value of investments as of the end of FY22. Based on market conditions at that time, the amounts may be positive or negative.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

STATE AND LOCAL FUNDS

Operators	Formula Allocation Procedure				Proposition C 5% Security	Proposition C 40% Discretionary	Measure R		Measure M	Senate Bill 1		Total
	TDA Article 4 + Interest	STA + Interest	Proposition A 95% of 40 % Discretionary	Sub-Total FAP			20% Bus Operations	Clean Fuel & Facilities		STA	State of Good Repair	
Included Operators:												
1 Metro Bus Operations	\$ 452,127,185	\$ 59,217,703	\$ 206,753,872	\$ 718,098,760	\$ 51,827,296	\$ 11,970,998	\$ 190,352,258	\$ 6,247,544	\$ 190,191,334	\$ 45,359,803	\$ 9,205,703	\$ 1,223,253,696
Municipal Operators:												
2 Arcadia	559,754	68,974	241,136	869,864	8,148	111,391	221,714	17,687	221,526	52,833	10,722	1,513,886
3 Claremont	194,663	24,211	84,644	303,518	1,649	30,506	77,826	2,173	77,760	18,545	3,764	515,742
4 Commerce	753,721	88,345	308,858	1,150,924	50,350	1,470,936	283,981	35,807	283,741	67,671	13,734	3,357,144
5 Culver City	8,890,979	1,117,976	3,908,491	13,917,445	462,957	1,867,490	3,593,676	136,701	3,590,638	856,352	173,795	24,599,055
6 Foothill Transit	42,086,364	5,301,909	18,535,694	65,923,967	1,378,518	9,000,816	17,042,713	954,290	17,028,305	4,061,177	824,210	116,213,996
7 Gardena	8,690,038	1,095,248	3,829,032	13,614,318	326,530	2,353,409	3,520,618	114,107	3,517,641	838,942	170,262	24,455,827
8 La Mirada	486,696	19,657	68,723	575,076	5,033	24,768	63,188	7,007	63,134	15,057	3,056	756,319
9 Long Beach	39,535,684	4,940,880	17,547,201	62,023,765	3,554,049	9,713,831	15,882,204	694,066	15,868,777	3,784,634	768,086	112,289,412
10 Montebello	13,454,796	1,698,456	5,937,874	21,091,126	538,699	3,663,972	5,459,600	192,374	5,454,985	1,300,990	264,034	37,965,779
11 Norwalk	5,162,141	648,408	2,266,860	8,077,409	161,161	880,177	2,084,273	70,555	2,082,511	496,670	100,798	13,953,554
12 Redondo Beach	1,336,051	166,665	582,669	2,085,386	60,296	214,483	535,738	31,983	535,285	127,663	25,909	3,616,742
13 Santa Monica	33,349,039	4,214,750	14,734,940	52,298,729	1,288,566	6,205,679	13,548,096	473,138	13,536,642	3,228,430	655,205	91,234,485
14 Torrance	10,376,549	1,299,000	4,541,358	16,216,906	429,922	3,630,319	4,175,568	131,753	4,172,038	995,013	201,936	29,953,455
15 Sub-Total	164,876,475	20,684,479	72,587,479	258,148,433	8,265,877	39,167,778	66,489,194	2,861,641	66,432,984	15,843,977	3,215,511	460,425,396
Eligible Operators:												
16 Antelope Valley	-	-	6,367,820	6,367,820	227,362	1,862,567	4,307,290	203,747	4,303,648	1,026,401	208,307	18,507,142
17 LADOT	-	-	36,418,908	36,418,908	2,524,222	6,912,658	9,581,472	480,647	9,573,372	2,283,207	463,373	68,237,861
18 Santa Clarita	-	-	5,451,954	5,451,954	371,692	1,431,704	3,583,881	206,420	3,580,851	854,017	173,322	15,653,841
19 Foothill BSCP	-	-	7,320,107	7,320,107	-	603,328	1,925,851	-	1,924,223	458,919	93,137	12,325,566
20 Sub-Total	-	-	55,558,790	55,558,790	3,123,275	10,810,257	19,398,494	890,815	19,382,094	4,622,545	938,138	114,724,409
Tier 2 Operators:												
21 LADOT Community Dash	-	-	6,588,062	6,588,062	-	-	-	-	-	-	-	6,588,062
22 Glendale	-	-	1,092,249	1,092,249	-	-	-	-	-	-	-	1,092,249
23 Pasadena	-	-	529,965	529,965	-	-	-	-	-	-	-	529,965
24 Burbank	-	-	192,263	192,263	-	-	-	-	-	-	-	192,263
25 Sub-Total	-	-	8,402,539	8,402,539	-	-	-	-	-	-	-	8,402,539
26 Lynwood Trolley	-	-	-	-	-	242,307	-	-	-	-	-	242,307
26 LTSS ZEV CFP	-	-	-	-	-	15,000,000	-	-	-	-	-	15,000,000
27 Total Excluding Metro	164,876,475	20,684,479	136,548,808	322,109,762	11,389,153	65,220,342	85,887,688	3,752,456	85,815,079	20,466,522	4,153,649	598,794,651
28 County of Los Angeles	-	-	-	-	-	-	-	-	-	-	48,645	48,645
29 Grand Total	\$ 617,003,660	\$ 79,902,182	\$ 343,302,680	\$ 1,040,208,522	\$ 63,216,448	\$ 77,191,341	\$ 276,239,947	\$ 10,000,000	\$ 276,006,413	\$ 65,826,324	\$ 13,407,997	\$ 1,822,096,992

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) FY22 Data (1)	Passenger Revenue	Base Fare	Fare Units	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP (2)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (3)	TDA/STA Share
Included Operators										
1 Metro Bus Operations (4)	63,247,751	\$ 48,117,395	\$ 1.75	27,495,654	197,161,600	197,161,600	130,204,676	74.1127%	0.0000%	74.1127%
2 Arcadia DR	54,153	4,138	0.50	8,276	72,829	72,829	63,491	0.0361%	0.0000%	0.0361%
3 Arcadia MB (5)	161,751	7,290	0.50	14,580	-	14,580	88,166	0.0502%	0.0000%	0.0502%
4 Claremont	24,629	10,742	2.50	4,297	81,840	81,840	53,235	0.0303%	0.0000%	0.0303%
5 Commerce	388,497	-	-	-	-	-	194,249	0.1106%	0.0000%	0.1106%
6 Culver City	1,243,082	1,065,143	1.00	1,065,143	3,673,208	3,673,208	2,458,145	1.3992%	0.0000%	1.3992%
7 Foothill Transit	9,094,100	6,110,456	1.75	3,491,689	14,221,000	14,221,000	11,657,550	6.6355%	0.0000%	6.6355%
8 Gardena	1,112,743	1,115,630	1.00	1,115,630	3,703,600	3,703,600	2,408,172	1.3707%	0.0000%	1.3707%
9 La Mirada (5)	50,841	35,602	1.00	35,602	-	35,602	43,222	0.0246%	0.0000%	0.0246%
10 Long Beach	5,755,022	6,735,804	1.25	5,388,643	15,972,456	15,972,456	10,863,739	6.1837%	0.0000%	6.1837%
11 Montebello	1,613,391	1,856,014	1.10	1,687,285	5,855,556	5,855,556	3,734,474	2.1257%	0.0000%	2.1257%
12 Norwalk	757,299	156,775	1.25	125,420	2,094,068	2,094,068	1,425,684	0.8115%	0.0000%	0.8115%
13 Redondo Beach DR (5)	41,978	12,084	1.00	12,084	-	12,084	27,031	0.0154%	0.0000%	0.0154%
14 Redondo Beach MB (5)	377,761	301,087	1.00	301,087	-	301,087	339,424	0.1932%	0.0000%	0.1932%
15 Santa Monica	3,872,993	5,548,734	1.25	4,438,987	14,661,333	14,661,333	9,267,163	5.2749%	0.0000%	5.2749%
16 Torrance	1,202,341	337,534	1.00	337,534	4,510,000	4,510,000	2,856,171	1.6257%	0.0000%	1.6257%
17 Sub-Total	88,998,332	71,414,428		45,521,912		262,370,843	175,684,588	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	2,779,424	1,785,985	1.50	1,190,657	3,543,241	3,543,241	3,161,333	1.6770%	0.0000%	1.6770%
19 Santa Clarita (5)	2,163,153	3,097,621	1.00	3,097,621	-	3,097,621	2,630,387	1.3954%	0.0000%	1.3954%
20 LADOT Local	2,597,911	38,110	0.50	76,220	6,727,520	6,727,520	4,662,716	2.4735%	0.0000%	2.4735%
21 LADOT Express	1,586,368	554,586	1.50	369,724	3,152,832	3,152,832	2,369,600	1.2570%	0.0000%	1.2570%
22 Foothill - BSCP	1,198,312	727,599	1.50	485,066	1,650,000	1,650,000	1,424,156	0.7498%	0.0000%	0.7498%
23 Sub-Total	10,325,168	6,203,901		5,219,288		18,171,214	14,248,191	7.5527%	0.0000%	7.5527%
24 Total	99,323,500	77,618,329		50,741,200		280,542,057	189,932,779			

Notes:

- (1) Operators' statistics exclude BSIP, TSE, Base Restructuring and MOSIP services that are funded from PC 40% Discretionary. Also excluded are services funded from other sources (CRD, federal, etc.)
- (2) Fare units used are frozen to the level prior to fare change in accordance with the Funding Stability Policy, adopted by the Board in November 2007.
- (3) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.
- (4) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).
- (5) The fare unit used in FAP has been maintained at FY19 level.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA	Prop A Discretionary % Shares	Prop A Discretionary Allocations ⁽²⁾	Total Formula Funds	Two Year Lag Funding (3)
		Allocated	Fund Exchange (1)	Net	Rev Base Share Plus Interest				
Included Operators									
1 Metro Bus Operations	74.1127%	\$ 457,278,367	\$ (5,151,182)	\$ 452,127,185	\$ 59,217,703	74.1127%	\$ 206,753,872	\$ 718,098,760	\$ (273,680)
2 Arcadia DR	0.0361%	222,980		222,980	28,876	0.0361%	100,952	352,808	
3 Arcadia MB	0.0502%	309,637	27,137	336,774	40,098	0.0502%	140,185	517,057	
4 Claremont	0.0303%	186,959	7,704	194,663	24,211	0.0303%	84,644	303,518	
5 Commerce	0.1106%	682,200	71,521	753,721	88,345	0.1106%	308,858	1,150,924	
6 Culver City	1.3992%	8,632,997	257,982	8,890,979	1,117,976	1.3992%	3,908,491	13,917,445	
7 Foothill Transit	6.6355%	40,941,275	1,145,089	42,086,364	5,301,909	6.6355%	18,535,694	65,923,967	
8 Gardena	1.3707%	8,457,490	232,548	8,690,038	1,095,248	1.3707%	3,829,032	13,614,318	
9 La Mirada ⁽⁴⁾	0.0246%	151,794	334,902	486,696	19,657	0.0246%	68,723	575,076	
10 Long Beach ⁽⁵⁾	6.1837%	38,153,414	1,382,270	39,535,684	4,940,880	6.1837%	17,547,201	62,023,765	273,680
11 Montebello	2.1257%	13,115,458	339,338	13,454,796	1,698,456	2.1257%	5,937,874	21,091,126	
12 Norwalk	0.8115%	5,006,995	155,146	5,162,141	648,408	0.8115%	2,266,860	8,077,409	
13 Redondo Beach DR	0.0154%	94,933		94,933	12,294	0.0154%	42,980	150,206	
14 Redondo Beach MB	0.1932%	1,192,056	49,062	1,241,118	154,372	0.1932%	539,690	1,935,179	
15 Santa Monica	5.2749%	32,546,244	802,795	33,349,039	4,214,750	5.2749%	14,734,940	52,298,729	
16 Torrance	1.6257%	10,030,861	345,688	10,376,549	1,299,000	1.6257%	4,541,358	16,216,906	
17 Sub-Total	100.0000%	617,003,660	-	617,003,660	79,902,182	100.0000%	279,341,351	976,247,193	
Eligible Operators									
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁶⁾									
18 Antelope Valley ⁽⁷⁾	1.6770%	-	343,224	343,224	1,339,978	1.6770%	4,684,618	\$ 6,367,820	
19 Santa Clarita ⁽⁷⁾	1.3954%	-	439,189	439,189	1,114,929	1.3954%	3,897,837	5,451,954	
20 LADOT Local	2.4735%	15,261,437		15,261,437	1,976,361	2.4735%	6,909,441	24,147,240	
21 LADOT Express	1.2570%	7,755,889		7,755,889	1,004,390	1.2570%	3,511,390	12,271,669	
22 Foothill - BSCP	0.7498%	4,626,423		4,626,423	599,123	0.7498%	2,094,560	7,320,107	
23 Sub-Total	7.5527%	27,643,749	782,413	28,426,162	6,034,781	7.5527%	21,097,846	55,558,790	
24 Total FAP		\$ 617,003,660		\$ 617,003,660	\$ 79,902,182	107.5527%	\$ 279,341,351	\$ 1,031,805,983	\$ -
Proposition A Discretionary (95% of 40%) Growth Over CPI:									
25 Revenue								\$ 153,858,649	
Uses of Fund:									
26 Eligible Operators - Formula Equivalent Funds								55,558,790	
27 Tier 2 Operators ⁽⁸⁾								8,402,539	
28 Total Uses of Funds								63,961,329	
29 Proposition A Discretionary (95% of 40%) GOI Transfer to PC 40% based on Board policy.								89,897,320	
30 Backfill from (Transfer to) PC40% Discretionary								(89,897,320)	
31 Total								\$ -	

Notes:

- (1) Included Operators' share of LCTOP fund will be exchanged with Metro's TDA Article 4 allocation.
- (2) Prop A Discretionary funds (95% of 40%) allocated to Included Operators have been capped at 3.71% CPI for FAP allocation.
- (3) The Two-Year Lag Column is for information only. THESE AMOUNTS ARE ALREADY INCLUDED IN PROP A DISCRETIONARY Allocations.
- (4) The City of La Mirada has requested to exchange its FY18 5307 funds, totaling \$161,686, and its FY19 funds totaling \$158,447, with Metro's TDA 4 funds.
- (5) Funds allocated to the SCR TTC through Long Beach Transit will be exchanged with Metro's TDA Article 4 share.
- (6) Formula Equivalent funds are allocated by formula to Eligible Operators based on PUC 99207.5. Fund source is Prop A 95% of 40% growth over CPI.
- (7) Antelope Valley and Santa Clarita's LCTOP fund will be exchanged with Metro's Prop C 40% Discretionary transfer to Proposition A Discretionary GOI.
- (8) The Board has approved an adjustment in the funding for Tier II operators for FY24, increasing the annual cap from \$6 million to \$8.2 million, with subsequent annual adjustments based on the CPI.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

Operators	FY22 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1 Antelope Valley	1,113,754	0.3597%	\$ 227,362
2 Arcadia	39,916	0.0129%	8,148
3 Claremont	8,078	0.0026%	1,649
4 Commerce	246,643	0.0796%	50,350
5 Culver City	2,267,843	0.7323%	462,957
6 Foothill Transit	6,752,806	2.1806%	1,378,518
7 Gardena	1,599,539	0.5165%	326,530
8 LADOT Local/Express	12,365,151	3.9930%	2,524,222
9 La Mirada	24,653	0.0080%	5,033
10 Long Beach	17,409,861	5.6220%	3,554,049
11 Montebello	2,638,870	0.8521%	538,699
12 Norwalk	789,462	0.2549%	161,161
13 Redondo Beach DR/MB	295,365	0.0954%	60,296
14 Santa Clarita	1,820,768	0.5880%	371,692
15 Santa Monica	6,312,168	2.0383%	1,288,566
16 Torrance	2,106,014	0.6801%	429,922
17 Sub-Total	55,790,891	18.0161%	11,389,153
18 Metro Bus/Rail Operations ⁽²⁾	253,881,136	81.9839%	51,827,296
19 Total	309,672,027	100.0000%	\$ 63,216,448

Notes:

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

Estimated Revenue: \$	70,240,498
90% Thereof: \$	63,216,448

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowding Relief	Total
	Prop A %Share	%Share	\$ Allocation						
INCLUDED OPERATORS									
1 Metro Bus Operations (2)			\$ -		\$ 13,995,592	\$ -	\$ -	\$ 12,975,406	\$ 26,970,998
2 Metro exchange (3)					(10,000,000)			(5,000,000)	(15,000,000)
3 Metro Sub-total					3,995,592			7,975,406	11,970,998
4 Arcadia	0.0863%	0.2581%	69,458		17,449	-	-	24,484	111,391
5 Claremont	0.0303%	0.0906%	24,381		6,125	-	-	-	30,506
6 Commerce	0.1106%	0.3306%	88,965	1,079,403	22,349	-	280,219	-	1,470,936
7 Culver City	1.3992%	4.1842%	1,125,822		282,819	270,101	-	188,748	1,867,490
8 Foothill Transit	6.6355%	19.8430%	5,339,119		-	373,843	2,243,392	1,044,461	9,000,816
9 Gardena	1.3707%	4.0991%	1,102,935		277,069	776,368	-	197,037	2,353,409
10 La Mirada	0.0246%	0.0736%	19,795		4,973	-	-	-	24,768
11 Long Beach	6.1837%	18.4918%	4,975,556		1,249,915	2,563,169	-	925,191	9,713,831
12 Montebello	2.1257%	6.3567%	1,710,376		429,665	-	1,279,709	244,222	3,663,972
13 Norwalk	0.8115%	2.4267%	652,958		164,030	-	-	63,189	880,177
14 Redondo Beach DR/MB	0.2086%	0.6238%	167,835		42,162	-	-	4,486	214,483
15 Santa Monica	5.2749%	15.7742%	4,244,330		1,066,222	-	-	895,126	6,205,679
16 Torrance	1.6257%	4.8617%	1,308,117		328,613	909,043	814,279	270,267	3,630,319
17 Sub-Total	25.8873%	77.4141%	20,829,649	1,079,403	3,891,392	4,892,525	4,617,599	3,857,211	39,167,778
ELIGIBLE OPERATORS									
18 Antelope Valley	1.6770%	5.0150%	1,349,382		36,150	423,309	-	53,726	1,862,567
19 Santa Clarita	1.3954%	4.1728%	1,122,754		30,078	221,403	-	57,469	1,431,704
20 LADOT Local/Express	3.7305%	11.1558%	3,001,671		701,372	3,041,162	-	168,453	6,912,658
21 Foothill - BSCP	0.7498%	2.2423%	603,328		-	-	-	-	603,328
22 Sub-Total	7.5527%	22.5859%	6,077,135		767,600	3,685,874	-	279,649	10,810,257
23 City of Lynwood Trolley						242,307	-	-	242,307
24 Total Municipal Operators	33.4400%	100.0000%	26,906,784	1,079,403	4,658,991	8,820,706	4,617,599	4,136,860	50,220,342
25 LTSS ZEV CFP (3)									15,000,000
26 Total	33.4400%	100.0000%	\$ 26,906,784	\$ 1,079,403	\$ 8,654,583	\$ 8,820,706	\$ 4,617,599	\$ 12,112,266	\$ 77,191,341

Last Year	\$ 26,123,091	\$ 8,505,164	\$ 4,452,414	\$ 16,500,112
% Increase	3.00%	3.71%	3.71%	3.71%
Current Year	\$ 26,906,784	\$ 8,820,706	\$ 4,617,599	\$ 17,112,266

Note:

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

(2) Antelope Valley, Santa Clarita, Burbank, and Glendale's, LCTOP fund in the amount of \$984,952 will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI fund to Antelope Valley and Santa Clarita.

(3) Due to the Infrastructure Investment Jobs Act (IIJA) leading to greater-than-expected 5307 grants, the Board approved in June 2022 to allocate \$10 million in FY22, \$5 million in FY24, and \$5 million in FY26 from 5307 to the LTSS. Metro will exchange these amounts with its PC40 fund. In FY24, \$15 million will be deducted from Metro's PC40% fund (Foothill Mitigation & BSIP) to cover FY22 and FY24 5307 exchange.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

MEASURE R 20% BUS OPERATIONS AND CAPITAL ALLOCATIONS

Operators	20% Bus Operations			Clean Fuel Bus Capital Facilities and Rolling Stock Fund (1)	
	Proposition A Base Share %	MR Percentage Share	Bus Operations Allocation	Federal Section 5307 Capital Allocation Formula Share (2)	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Operations	74.1127%	68.9083%	\$ 190,352,258	62.4754%	\$ 6,247,544
2 Arcadia	0.0863%	0.0803%	221,714	0.1769%	17,687
3 Claremont	0.0303%	0.0282%	77,826	0.0217%	2,173
4 Commerce	0.1106%	0.1028%	283,981	0.3581%	35,807
5 Culver City	1.3992%	1.3009%	3,593,676	1.3670%	136,701
6 Foothill Transit (3)	6.6355%	6.1695%	17,042,713	9.5429%	954,290
7 Gardena	1.3707%	1.2745%	3,520,618	1.1411%	114,107
8 La Mirada	0.0246%	0.0229%	63,188	0.0701%	7,007
9 Long Beach	6.1837%	5.7494%	15,882,204	6.9407%	694,066
10 Montebello	2.1257%	1.9764%	5,459,600	1.9237%	192,374
11 Norwalk	0.8115%	0.7545%	2,084,273	0.7056%	70,555
12 Redondo Beach DR	0.0154%	0.0143%	39,518	0.3198%	31,983
13 Redondo Beach MB	0.1932%	0.1796%	496,220		
14 Santa Monica	5.2749%	4.9045%	13,548,096	4.7314%	473,138
15 Torrance	1.6257%	1.5116%	4,175,568	1.3175%	131,753
<u>Eligible Operators:</u>					
16 Antelope Valley	1.6770%	1.5593%	4,307,290	2.0375%	203,747
17 Santa Clarita	1.3954%	1.2974%	3,583,881	2.0642%	206,420
18 LADOT Local	2.4735%	2.2998%	6,352,912		
19 LADOT Express	1.2570%	1.1688%	3,228,561	4.8065%	480,647
20 Foothill BSCP (3)	0.7498%	0.6972%	1,925,851	-	-
21 Total Municipal Operators	33.4400%	31.0917%	85,887,688	37.5246%	3,752,456
22 Total Funds Allocated	107.5527%	100.0000%	\$ 276,239,947	100.0000%	\$ 10,000,000

Notes:

- (1) Clean Fuel Capital Facilities and Rolling Stock Funds of \$10M will be allocated every even fiscal year.
- (2) Allocated based on FY22 data.
- (3) Foothill Transit Clean Fuel allocation includes the allocation for the Foothill BSCP.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

MEASURE M 20% TRANSIT OPERATIONS

(Metro and Municipal Providers)

Operators	Measure M Percentage Share ⁽¹⁾	\$ Allocation
<u>Included Operators:</u>		
1 Metro Bus Operations	68.9083%	\$ 190,191,334
2 Arcadia	0.0803%	221,526
3 Claremont	0.0282%	77,760
4 Commerce	0.1028%	283,741
5 Culver City	1.3009%	3,590,638
6 Foothill Transit	6.1695%	17,028,305
7 Gardena	1.2745%	3,517,641
8 La Mirada	0.0229%	63,134
9 Long Beach	5.7494%	15,868,777
10 Montebello	1.9764%	5,454,985
11 Norwalk	0.7545%	2,082,511
12 Redondo Beach DR	0.0143%	39,484
13 Redondo Beach MB	0.1796%	495,800
14 Santa Monica	4.9045%	13,536,642
15 Torrance	1.5116%	4,172,038
<u>Eligible Operators:</u>		
16 Antelope Valley	1.5593%	4,303,648
17 Santa Clarita	1.2974%	3,580,851
18 LADOT Local	2.2998%	6,347,541
19 LADOT Express	1.1688%	3,225,831
20 Foothill BSCP	0.6972%	1,924,223
21 Total Municipal Operators	31.0917%	85,815,079
22 Total Funds Allocated	100.0000%	\$ 276,006,413

Notes:

(1) Metro adheres to the Measure R allocation methodology for Measure M 20% fund allocations.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

Senate Bill 1 - Road Repair and Accountability Act of 2017

Operators	Measure R % Share ⁽¹⁾	SB1 - STA Allocation	SB1 - SGR Allocation ⁽²⁾	Total
<u>Included Operators:</u>				
1 Metro Bus Operations	68.9083%	\$ 45,359,803	\$ 9,205,703	\$ 54,565,506
2 Arcadia	0.0803%	52,833	10,722	63,555
3 Claremont	0.0282%	18,545	3,764	22,309
4 Commerce	0.1028%	67,671	13,734	81,405
5 Culver City	1.3009%	856,352	173,795	1,030,147
6 Foothill Transit	6.1695%	4,061,177	824,210	4,885,386
7 Gardena	1.2745%	838,942	170,262	1,009,204
8 La Mirada	0.0229%	15,057	3,056	18,113
9 Long Beach	5.7494%	3,784,634	768,086	4,552,720
10 Montebello	1.9764%	1,300,990	264,034	1,565,024
11 Norwalk	0.7545%	496,670	100,798	597,468
12 Redondo Beach DR	0.0143%	9,417	1,911	11,328
13 Redondo Beach MB	0.1796%	118,246	23,998	142,244
14 Santa Monica	4.9045%	3,228,430	655,205	3,883,635
15 Torrance	1.5116%	995,013	201,936	1,196,949
<u>Eligible Operators:</u>				
16 Antelope Valley	1.5593%	1,026,401	208,307	1,234,708
17 Santa Clarita	1.2974%	854,017	173,322	1,027,339
18 LADOT Local	2.2998%	1,513,861	307,236	1,821,097
19 LADOT Express	1.1688%	769,347	156,138	925,484
20 Foothill BSCP	0.6972%	458,919	93,137	552,056
21 Total Municipal Operators	31.0917%	20,466,522	4,153,649	24,620,171
22 County of Los Angeles		-	48,645	48,645
23 Total Funds Allocated	100.0000%	\$ 65,826,324	\$ 13,407,997	\$ 79,234,322

Notes:

(1) The STA and SGR portions of SB1 fund will be distributed based on Measure R allocation methodology.

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

LOW CARBONTRANSIT OPERATIONS PROGRAM
Eligible Allocation Fiscal Year 2022 - 2023

Operators	LCTOP Share ⁽¹⁾	TDA Fund Exchange ⁽²⁾	Prop A GOI / Prop C 40% Fund Exchange ⁽³⁾	Net Funds Available ⁽¹⁾
1 Metro Bus Ops.		\$ 4,471,049	\$ 984,952	\$ 5,456,001
2 Antelope Valley	\$ 343,224		(343,224)	-
3 Arcadia	27,137	(27,137)		-
4 Claremont	7,704	(7,704)		-
5 Commerce	71,521	(71,521)		-
6 Culver City	257,982	(257,982)		-
7 Foothill Transit	1,145,089	(1,145,089)		-
8 Gardena	232,548	(232,548)		-
9 La Mirada	14,769	(14,769)		-
10 Long Beach	1,022,270	(1,022,270)		-
11 Montebello	339,338	(339,338)		-
12 Norwalk	155,146	(155,146)		-
13 Redondo Beach	49,062	(49,062)		-
14 Santa Clarita	439,189		(439,189)	-
15 Santa Monica	802,795	(802,795)		-
16 Torrance	345,688	(345,688)		-
Tier Two Operators				
17 Burbank	63,655		(63,655)	-
18 Glendale	138,884		(138,884)	-
19 Pasadena			-	-
20 TOTAL	\$ 5,456,001	\$ -	\$ -	\$ 5,456,001

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles FY22 data	Passenger Revenue	Base Fare	Fare Units (1),(2)	50% VSM + 50% Fare Units	% Share		
1 LADOT Community Dash	3,781,837	\$ 5,325	\$ 0.50	16,808,232	10,295,035	5.0778%		
2 Glendale	791,773	229,016	1.00	2,187,836	1,489,805	0.7348%		
3 Pasadena	739,633	687,525	0.75	916,700	828,167	0.4085%		
4 Burbank	212,160	189,786	1.00	189,786	200,973	0.0991%		
5 Sub-Total	5,525,403	1,111,652		20,102,554	12,813,979	6.3202%		
6 Included and Eligible Oper:	99,323,500	77,618,329		50,741,200	189,932,779	93.6798%		
7 Total	104,848,903	\$ 78,729,981		70,843,754	202,746,757	100.0000%		
Formula Equivalent Calculation								
		% Share	TDA Article 4 + Interest	STA Revenue Base Share + Interest	Proposition A Discretionary	Total		
8 Funds Allocated to Included Operators			\$ 617,003,660	\$ 79,902,182	\$ 279,341,351	\$ 976,247,193		
9 LADOT Community Dash		5.0778%	\$ 31,330,089	\$ 4,057,257	\$ 14,184,340	\$ 49,571,686		
10 Glendale		0.7348%	4,533,808	587,130	2,052,630	7,173,567		
11 Pasadena		0.4085%	2,520,296	326,379	1,141,035	3,987,710		
12 Burbank		0.0991%	611,606	79,203	276,897	967,706		
13 Total		6.3202%	\$ 38,995,798	\$ 5,049,969	\$ 17,654,902	\$ 61,700,669		
Funds Allocated to Tier 2 Operators								
		13.29% (3)			MTA Allocations (4)	LCTOP fund Exchange (5)	FY24 Total Funds Available	
Actual Allocation								
14 LADOT Community Dash			\$ 4,163,759	\$ 539,208	\$ 1,885,094	\$ 6,588,062	\$ -	\$ 6,588,062
15 Glendale			602,542	78,029	272,794	953,365	138,884	1,092,249
16 Pasadena			334,947	43,376	151,643	529,965	-	529,965
17 Burbank			81,282	10,526	36,800	128,608	63,655	192,263
18 Total			\$ 5,182,530	\$ 671,139	\$ 2,346,331	\$ 8,200,000	\$ 202,539	\$ 8,402,539

	Prop A Incentive Allocation (6)	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash		\$ 2,414,739	\$ (320,918)	\$ 2,093,821
20 Glendale		498,481	(66,248)	432,233
21 Pasadena		432,721	(57,508)	375,212
22 Burbank		163,682	(21,753)	141,929
23 Total		\$ 3,509,623	\$ (466,428)	\$ 3,043,196

Notes:

- (1) The fare unit has been maintained at FY19 level for Burbank and Pasadena Transit.
- (2) Funding Stability Policy is applied on LADOT and Glendale Fare Units.
- (3) This percentage is applied as a deduction from Tier 2 Operators' Incentive Program allocations.
- (4) The Board has approved an adjustment in the funding for Tier II operators for FY24, increasing the annual cap from \$6 million to \$8.2 million, with subsequent annual adjustments based on the CPI.
- (5) Burbank and Glendale's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI funds to these operators.
- (6) Estimated - to be Adjusted to Actual apportionment.

LOCAL SUBSIDIES

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		Total Allocation
1	Agoura Hills	\$ 66,450
2	Antelope Valley, Elderly & Disabled	649,937
3	Culver City Community Transit and LA County	70,197
4	Gardena, Hawthorne and LA County	194,807
5	Glendale Paratransit and La Canada Flintridge	269,419
6	Inglewood Transit and LA County	216,411
7	LA County (Whittier et al)	209,817
8	LA County (Willowbrook)	43,386
9	Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾	492,365
10	Los Angeles Dial-a-Ride, City Ride ⁽¹⁾	1,109,084
11	Monrovia D.A.R. and LA County	103,558
12	Palos Verdes PTA D.A.R.	42,394
13	Palos Verdes PTA - PV Transit	458,012
14	Pasadena Community Transit, San Marino and LA County	478,805
15	Pomona Valley TA - E&D (Get About)	803,438
16	Pomona Valley TA General Public (VC)	74,883
17	Santa Clarita D.A.R.	1,008,737
18	West Hollywood (DAR)	259,246
19	Whittier (DAR)	291,382
20	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 6,842,327
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION (IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)		
21	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -
22	Santa Clarita - Local Fixed Route	-
23	Antelope Valley - Local Fixed Route	-
24	Foothill - Bus Service Continuation Project	-
25	(IF PROP A DISC. CANNOT FULLY FUND THESE SYSTEMS)	\$ -
26	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	\$ -
27	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	\$ -

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)

(In Order of Priority)

Priority V: VOLUNTARY NTD DATA REPORTING (Estimated - to be Adjusted to Actual apportionment) FY22 NTD Report Year		Estimate	Tier 2 Deduction ⁽³⁾	Total Allocation
28	City of Alhambra (MB and DR)	\$ 144,875		\$ 144,875
29	City of Artesia (DR)	2,249		2,249
30	City of Azusa (DR)	26,289		26,289
31	City of Baldwin Park (MB and DR)	112,798		112,798
32	City of Bell (MB/DR)	30,927		30,927
33	City of Bell Gardens (MB and DR)	66,331		66,331
34	City of Bellflower (MB and DR)	47,156		47,156
35	City of Burbank (MB)* (1)	134,566	(15,917)	118,649
36	City of Calabasas (MB and DR)	43,239		43,239
37	City of Carson (MB and DT)	35,683		35,683
38	City of Cerritos (MB and DR)	21,574		21,574
39	City of Compton (MB and DR)	105,585		105,585
40	City of Covina (DR)	24,920		24,920
41	City of Cudahy (MB and DR)	31,394		31,394
42	City of Downey (MB and DR)	82,147		82,147
43	City of Duarte (MB)	-		-
44	City of El Monte (MB and DR)	133,926		133,926
45	City of Glendora (MB and DR)	49,864		49,864
46	City of Glendale (MB)* (1)	437,920	(60,561)	377,358
47	City of Huntington Park (MB)	157,801		157,801
48	City of Los Angeles -- Community DASH* (MB) (1)	2,414,739	(234,818)	2,179,921
49	City of Los Angeles -- Department of Aging (DR) (1)	96,782		96,782
50	LA County Dept. of Public Works -- Avocado Heights (MB)	22,246		22,246
51	LA County Dept. of Public Works -- East Valinda (MB)	25,174		25,174
52	LA County Dept. of Public Works -- East LA (MB and DR)	147,526		147,526
53	LA County Dept. of Public Works -- Willowbrook (MB)	41,957		41,957
54	LA County Dept. of Public Works -- King Medical (MB)	21,279		21,279
55	LA County Dept. of Public Works -- Athens (MB)	20,877		20,877
56	LA County Dept. of Public Works -- Lennnox (MB)	17,179		17,179
57	LA County Dept. of Public Works -- South Whittier (MB)	111,431		111,431
58	LA County Dept. of Public Works -- Florance/Firestone (MB)	32,174		32,174
59	City of Lakewood (DR)	29,684		29,684
60	City of Lawndale (MB)	38,110		38,110
61	City of Lynwood (MB)	78,534		78,534
62	City of Malibu (DT)	3,336		3,336
63	City of Manhattan Beach (DR)	19,798		19,798
64	City of Maywood (MB and DR)	23,623		23,623
65	City of Monterey Park (MB and DR)	9,557		9,557
66	City of Pasadena (MB)*	390,641	(42,079)	348,562
67	City of Pico Rivera (DR)	8,028		8,028
68	City of Rosemead (MB and DR)	80,365		80,365
69	City of Santa fe Springs (DR)	7,146		7,146
70	City of South Gate (DT and MB)	131,714		131,714
71	City of South Pasadena (DR)	11,401		11,401
72	City of West Covina (MB and DR)	109,850		109,850
73	City of West Hollywood (MB)	65,065		65,065
74	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 5,647,455	\$ (353,376)	\$ 5,294,080

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)
 (In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		Total Allocation
75	Avalon Ferry Subsidy	\$ 700,000
76	Avalon Transit Services (Jitney and Dial-a-Ride)	300,000
77	Hollywood Bowl Shuttle Service	1,057,000
78	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 2,057,000
79	Total funds	\$ 14,193,407
80	Reserves for contingencies (2)	7,941,633
81	TOTAL ESTIMATED REVENUE	\$ 22,135,040
82	Surplus (Deficit)	\$ -

NOTES:

- (1) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (2) These funds are held in reserve for future contingency purposes such as deficit years, growth over inflation, approved new or existing expanded paratransit services, and new NTD reporters.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2022 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	19,771	0.2005%	\$ 571,403	\$ 473,964	\$ 355,473	\$ 402,869	\$ 23,137		\$ -	\$ 1,826,847
2 ALHAMBRA	81,834	0.8299%	2,365,091	1,961,781	1,471,335	1,667,513	95,745			7,561,465
3 ARCADIA	55,934	0.5672%	1,616,553	1,340,888	1,005,666	1,139,755	65,444			5,168,306
4 ARTESIA	16,226	0.1645%	468,949	388,981	291,736	330,634	18,990			1,499,289
5 AVALON	3,394	0.0344%	98,090	81,363	61,022	69,159	5,000	3,394	233,896	548,530
6 AZUSA	49,704	0.5040%	1,436,499	1,191,538	893,654	1,012,808	58,156			4,592,655
7 BALDWIN PARK	70,855	0.7185%	2,047,786	1,698,584	1,273,938	1,443,797	82,901			6,547,006
8 BELL	33,624	0.3410%	971,770	806,058	604,543	685,149	39,344			3,106,863
9 BELLFLOWER	77,359	0.7845%	2,235,758	1,854,503	1,390,877	1,576,327	90,510			7,147,975
10 BELL GARDENS	38,861	0.3941%	1,123,125	931,602	698,702	791,862	45,471			3,590,762
11 BEVERLY HILLS	32,265	0.3272%	932,493	773,479	580,109	657,457	37,754			2,981,292
12 BRADBURY	904	0.0092%	26,127	21,671	16,253	18,421	5,000			87,472
13 BURBANK	105,451	1.0694%	3,047,648	2,527,943	1,895,958	2,148,752	123,375			9,743,675
14 CALABASAS	22,926	0.2325%	662,586	549,598	412,198	467,158	26,828			2,118,368
15 CARSON	92,362	0.9366%	2,669,361	2,214,165	1,660,624	1,882,040	108,062			8,534,252
16 CERRITOS	48,634	0.4932%	1,405,575	1,165,887	874,416	991,004	56,904			4,493,787
17 CLAREMONT	37,072	0.3759%	1,071,421	888,715	666,536	755,408	43,378			3,425,458
18 COMMERCE	12,140	0.1231%	350,859	291,028	218,271	247,374	14,210			1,121,742
19 COMPTON	94,233	0.9556%	2,723,435	2,259,018	1,694,263	1,920,165	110,251			8,707,132
20 COVINA	50,449	0.5116%	1,458,030	1,209,398	907,048	1,027,988	59,027			4,661,492
21 CUDAHY	22,318	0.2263%	645,014	535,022	401,267	454,769	26,117			2,062,189
22 CULVER CITY	40,135	0.4070%	1,159,945	962,144	721,608	817,822	46,961			3,708,479
23 DIAMOND BAR	54,204	0.5497%	1,566,554	1,299,415	974,561	1,104,503	63,420			5,008,454
24 DOWNEY	112,584	1.1417%	3,253,799	2,698,941	2,024,205	2,294,099	131,719			10,402,764
25 DUARTE	21,258	0.2156%	614,379	509,611	382,208	433,170	24,877			1,964,245
26 EL MONTE	107,706	1.0922%	3,112,819	2,582,002	1,936,501	2,194,702	126,013			9,952,037
27 EL SEGUNDO	17,084	0.1732%	493,746	409,549	307,162	348,117	19,994			1,578,568
28 GARDENA	59,947	0.6079%	1,732,533	1,437,090	1,077,818	1,221,527	70,139			5,539,107
29 GLENDALE	193,116	1.9583%	5,581,261	4,629,509	3,472,132	3,935,082	225,934			17,843,917
30 GLENDORA	51,821	0.5255%	1,497,683	1,242,288	931,716	1,055,945	60,633			4,788,265
31 HAWAIIAN GARDENS	13,619	0.1381%	393,604	326,484	244,863	277,511	15,940			1,258,402
32 HAWTHORNE	86,841	0.8806%	2,509,798	2,081,812	1,561,359	1,769,540	101,603			8,024,112
33 HERMOSA BEACH	19,171	0.1944%	554,063	459,580	344,685	390,643	22,435			1,771,407
34 HIDDEN HILLS	1,738	0.0176%	50,230	41,665	31,248	35,415	5,000			163,558
35 HUNTINGTON PARK	53,942	0.5470%	1,558,982	1,293,134	969,851	1,099,164	63,114			4,984,246

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)										
LOCAL JURISDICTION	Population DOF Report 2022 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
36	INDUSTRY (B)	438	0.0044%	12,659	10,500	7,875	8,925	-		39,959
37	INGLEWOOD	106,481	1.0798%	3,077,416	2,552,635	1,914,476	2,169,740	124,580		9,838,847
38	IRWINDALE	1,490	0.0151%	43,063	35,719	26,789	30,361	5,000		140,933
39	LA CANADA-FLINTRIDGE	20,081	0.2036%	580,363	481,395	361,047	409,186	23,500		1,855,491
40	LA HABRA HEIGHTS	5,594	0.0567%	161,673	134,103	100,577	113,988	6,551		516,892
41	LAKESWOOD	80,876	0.8201%	2,337,404	1,938,815	1,454,111	1,647,993	94,624		7,472,946
42	LA MIRADA	48,696	0.4938%	1,407,367	1,167,374	875,530	992,268	56,977		4,499,515
43	LANCASTER	175,164	1.7763%	5,062,428	4,199,151	3,149,363	3,569,278	204,932	175,164	28,256,479
44	LA PUENTE	37,587	0.3812%	1,086,305	901,061	675,796	765,902	43,980		3,473,044
45	LA VERNE	32,304	0.3276%	933,620	774,414	580,810	658,252	37,800		2,984,895
46	LAWNDALE	31,301	0.3174%	904,633	750,369	562,777	637,814	36,626		2,892,218
47	LOMITA	20,633	0.2092%	596,316	494,628	370,971	420,434	24,146		1,906,495
48	LONG BEACH	460,682	4.6717%	13,314,206	11,043,784	8,282,838	9,387,216	538,961		42,567,004
49	LOS ANGELES CITY	3,819,538	38.7329%	110,388,764	91,564,575	68,673,431	77,829,889	5,079,264		353,535,923
50	LYNWOOD	66,723	0.6766%	1,928,367	1,599,529	1,199,647	1,359,600	78,066		6,165,209
51	MALIBU	10,686	0.1084%	308,837	256,172	192,129	217,746	12,509		987,393
52	MANHATTAN BEACH	34,902	0.3539%	1,008,705	836,695	627,521	711,190	40,839		3,224,950
53	MAYWOOD	24,814	0.2516%	717,151	594,858	446,144	505,629	29,037		2,292,820
54	MONROVIA	37,563	0.3809%	1,085,611	900,486	675,364	765,413	43,952		3,470,827
55	MONTEBELLO	61,622	0.6249%	1,780,942	1,477,245	1,107,934	1,255,658	72,099		5,693,877
56	MONTEREY PARK	60,207	0.6105%	1,740,047	1,443,323	1,082,493	1,226,825	70,443		5,563,131
57	NORWALK	101,645	1.0308%	2,937,650	2,436,703	1,827,528	2,071,198	118,922		9,392,001
58	PALMDALE	167,398	1.6975%	4,837,983	4,012,979	3,009,734	3,411,032	195,847	167,398	27,003,711
59	PALOS VERDES ESTATES	12,980	0.1316%	375,136	311,165	233,374	264,491	15,192		1,199,358
60	PARAMOUNT	52,477	0.5322%	1,516,642	1,258,015	943,511	1,069,312	61,400		4,848,880
61	PASADENA	138,310	1.4026%	3,997,308	3,315,662	2,486,746	2,818,313	161,816		12,779,845
62	PICO RIVERA	61,442	0.6231%	1,775,740	1,472,930	1,104,697	1,251,990	71,888		5,677,245
63	POMONA	149,766	1.5187%	4,328,399	3,590,293	2,692,720	3,051,749	175,219		13,838,379
64	RANCHO PALOS VERDES	41,468	0.4205%	1,198,470	994,099	745,574	844,984	48,521		3,831,648
65	REDONDO BEACH	68,972	0.6994%	1,993,365	1,653,444	1,240,083	1,405,427	80,698		6,373,017
66	ROLLING HILLS	1,684	0.0171%	48,669	40,370	30,277	34,314	5,000		158,631
67	ROLLING HILLS ESTATES	8,289	0.0841%	239,561	198,710	149,032	168,903	9,704		765,910
68	ROSEMEAD	50,511	0.5122%	1,459,822	1,210,884	908,163	1,029,252	59,100		4,667,221
69	SAN DIMAS	34,352	0.3484%	992,810	823,510	617,632	699,983	40,196		3,174,130
70	SAN FERNANDO	23,519	0.2385%	679,724	563,814	422,860	479,242	27,522		2,173,162

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

PROPOSITION A, PROPOSITION C , MEASURE R and MEASURE M LOCAL RETURN, TDA ARTICLE 3 & 8 (continued)											
	LOCAL JURISDICTION	Population DOF Report 2022 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
									Population	Article 8 Allocation	
71	SAN GABRIEL	38,845	0.3939%	1,122,662	931,219	698,414	791,536	45,452			3,589,283
72	SAN MARINO	12,257	0.1243%	354,241	293,833	220,375	249,758	14,347			1,132,553
73	SANTA CLARITA	228,835	2.3206%	6,613,578	5,485,789	4,114,342	4,662,921	267,722	228,835	15,770,031	36,914,383
74	SANTA FE SPRINGS	18,763	0.1903%	542,271	449,799	337,350	382,330	21,958			1,733,707
75	SANTA MONICA	92,408	0.9371%	2,670,691	2,215,268	1,661,451	1,882,978	108,115			8,538,502
76	SIERRA MADRE	10,865	0.1102%	314,010	260,463	195,347	221,394	12,718			1,003,933
77	SIGNAL HILL	11,597	0.1176%	335,166	278,011	208,508	236,310	13,574			1,071,569
78	SOUTH EL MONTE	19,668	0.1994%	568,426	471,495	353,621	400,771	23,017			1,817,329
79	SOUTH GATE	93,259	0.9457%	2,695,286	2,235,668	1,676,751	1,900,318	109,111			8,617,135
80	SOUTH PASADENA	26,580	0.2695%	768,191	637,194	477,895	541,615	31,103			2,455,998
81	TEMPLE CITY	36,262	0.3677%	1,048,011	869,297	651,973	738,903	42,430			3,350,614
82	TORRANCE	144,433	1.4647%	4,174,269	3,462,447	2,596,835	2,943,080	168,980			13,345,610
83	VERNON	208	0.0021%	6,011	4,986	3,740	4,238	5,000			23,976
84	WALNUT	28,094	0.2849%	811,947	673,489	505,116	572,465	32,874			2,595,891
85	WEST COVINA	108,243	1.0977%	3,128,339	2,594,875	1,946,156	2,205,644	126,641			10,001,656
86	WEST HOLLYWOOD	35,399	0.3590%	1,023,069	848,609	636,457	721,318	41,420			3,270,873
87	WESTLAKE VILLAGE	8,043	0.0816%	232,451	192,812	144,609	163,890	9,417			743,180
88	WHITTIER	87,931	0.8917%	2,541,301	2,107,942	1,580,957	1,791,751	102,878			8,124,828
89	UNINCORP LA COUNTY	1,009,857	10.2407%	29,185,956	24,208,982	18,156,737	20,577,635	2,606,562	136,022	9,373,877	104,109,748
90	TOTAL	9,861,224	100.0000%	\$ 285,000,000	\$ 236,400,000	\$ 177,300,000	\$ 200,940,000	\$ 13,591,611	710,813	\$ 48,985,266	\$ 962,216,877

NOTES:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2022 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

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

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

Bus Transit Subsidies FEDERAL FORMULA GRANTS

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL FORMULA GRANTS REVENUE ESTIMATES ^{(1),(2)}

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

1	<u>Section 5307 Urbanized Area Formula Grants:</u>		
	Estimated Revenue		\$ 331,435,652
2	Estimated Revenue	\$ 331,435,652	
	Off the Top:		
3	1% Enhancement Allocation	(3,314,357)	
4		\$ 328,121,295	
5	85% Formula Allocation	\$ 278,903,101	
	Allocated to LTSS	\$ 5,000,000	
	Allocated to Munis	\$ 273,903,101	
6	15% Discretionary Allocation	49,218,194	
7		\$ 328,121,295	
8	<u>Section 5339 Bus and Bus Facilities Formula Grants:</u>		
	Estimated Revenue		\$ 25,881,610
	<u>Section 5337 State of Good Repair (LA County Share of LA UZA 2):</u>		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated		
10	Vehicle Revenue Miles (VRM) Generated		
11		\$ 139,066,494	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated		
13	Vehicle Revenue Miles (VRM) Generated		
14		\$ 8,931,044	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 147,997,538
16	Total Federal Formula Funds Available		\$ 505,314,800

Note:

(1) Funding based on assumption of full Congressional authorization of the Infrastructure Investment and Jobs Act (IIJA).

(2) Fund allocations are based on FY22 TPM data.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

Fiscal Year 2024

FEDERAL FORMULA GRANTS (Estimated - to be Adjusted to Actual apportionment) (1)

	Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
		Allocation	Fund Exchanges	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	Allocation	Fund Exchange	Adjusted Allocation	
1	Included Operators:										
	Metro Bus Operations	\$ 206,440,929	\$ (15,869,320)	\$ 190,571,610	\$ 16,694,895	\$ 9,186,715	\$ 25,881,610	\$ 140,954,933	\$ 7,042,605	\$ 147,997,538	\$ 364,450,758
	Municipal Operators:										
2	Arcadia	500,180	47,263	547,443	47,263	(47,263)	-	-	-	-	547,443
3	Claremont	61,454	5,807	67,261	5,807	(5,807)	-	-	-	-	67,261
4	Commerce	2,588,764	95,686	2,684,450	95,686	(95,686)	-	-	-	-	2,684,450
5	Culver City	3,865,922	365,298	4,231,220	365,298	(365,298)	-	-	-	-	4,231,220
6	Foothill Transit	35,365,884	7,412,526	42,778,409	2,550,085	(2,550,085)	-	4,862,441	(4,862,441)	-	42,778,409
7	Gardena	3,951,808	304,921	4,256,730	304,921	(304,921)	-	-	-	-	4,256,730
8	La Mirada	198,162	18,725	216,886	18,725	(18,725)	-	-	-	-	216,886
9	Long Beach	24,188,208	1,736,049	25,924,258	1,854,706	(1,854,706)	-	241,344	(241,344)	-	25,924,258
10	Montebello	5,440,349	514,069	5,954,417	514,069	(514,069)	-	-	-	-	5,954,417
11	Norwalk	9,289,234	188,540	9,477,774	188,540	(188,540)	-	-	-	-	9,477,774
12	Redondo Beach	904,481	85,466	989,947	85,466	(85,466)	-	-	-	-	989,947
13	Santa Monica	16,486,987	1,366,255	17,853,242	1,264,336	(1,264,336)	-	101,919	(101,919)	-	17,853,242
14	Torrance	3,725,967	352,073	4,078,040	352,073	(352,073)	-	-	-	-	4,078,040
15	Sub-Total	106,567,401	12,492,677	119,060,078	7,646,974	(7,646,974)	-	5,205,703	(5,205,703)	-	119,060,078
	Eligible Operators:										
16	Antelope Valley	331,959	818,369	1,150,328	31,367	(31,367)	-	787,002	(787,002)	-	1,150,328
17	LADOT	15,725,088	2,334,302	18,059,390	1,284,402	(1,284,402)	-	1,049,900	(1,049,900)	-	18,059,390
18	Santa Clarita	2,370,276	223,972	2,594,248	223,972	(223,972)	-	-	-	-	2,594,248
19	Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20	Sub-Total	18,427,322	3,376,642	21,803,965	1,539,741	(1,539,741)	-	1,836,901	(1,836,901)	-	21,803,965
26	LTSS ZEV CFP										
21	Total Excluding Metro	124,994,723	15,869,320	140,864,043	9,186,715	(9,186,715)	-	7,042,605	(7,042,605)	-	140,864,043
22	Grand Total	\$ 331,435,652	\$ -	\$ 331,435,652	\$ 25,881,610	\$ -	\$ 25,881,610	\$ 147,997,538	\$ -	\$ 147,997,538	\$ 505,314,800

Note: Totals may not add due to rounding.
(1) Allocations are based on FY22 statistics.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL SECTION 5307 CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% FORMULA ALLOCATION	LTSS Fund Exchange	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
					Project Title	\$ Amount	Project Title	\$ Amount				
1	Antelope Valley	0.1212%	\$ 331,959						\$ 331,959		\$ 818,369	\$ 1,150,328
2	Arcadia	0.1826%	500,180						500,180		47,263	547,443
3	Claremont	0.0224%	61,454						61,454		5,807	67,261
4	Commerce	0.3697%	1,012,633		Two (2) Battery Electric Replacement Buses	1,456,131	WAYSINE DEPLOYMENT	120,000	2,588,764		95,686	2,684,450
5	Culver City	1.4114%	3,865,922						3,865,922		365,298	4,231,220
6	Foothill Transit	9.8529%	26,987,351		24 Zero-Emission Double Deck Buses	8,378,532			35,365,884		7,412,526	42,778,409
7	Gardena	1.1781%	3,226,959		Electric Charging Station Project- Expanded Electrification: Solar Generation Equipment and Energy Storage System	564,849	Bus Stop Amenities Project	160,000	3,951,808		304,921	4,256,730
8	LADOT	4.9626%	13,592,729		Downtown Yard Installation of Electric Bus Chargers	2,132,359			15,725,088		2,334,302	18,059,390
9	La Mirada	0.0723%	198,162						198,162		18,725	216,886
10	Long Beach Transit	7.1661%	19,628,208		Long Beach Transit Facilities Modernization Program	3,500,000	Bus Stop Improvements	700,000	24,188,208 (2)	(360,000)	2,096,049	25,924,258
					SCR TTC/Southern California Regional Transit Training Consortium	360,000						
11	Montebello	1.9862%	5,440,349						5,440,349		514,069	5,954,417
12	Metro Bus Operations (3)	64.5049%	176,680,799	5,000,000	Division 18 (Carson) Charging Infrastructure Project	24,760,130			206,440,929 (2)	360,000	(16,229,320)	190,571,610
13	Norwalk	0.7285%	1,995,300		Replacement of 14 CNG Buses	5,781,642	Bus Stop Equity Project	1,512,292	9,289,234		188,540	9,477,774
14	Redondo Beach	0.3302%	904,481						904,481		85,466	989,947
15	Santa Clarita	0.8654%	2,370,276						2,370,276		223,972	2,594,248
	Santa Monica	4.8851%	13,380,371		Replacement of 40-foot Buses	2,946,616	Real-Time Arrival Signs	160,000	16,486,987		1,366,255	17,853,242
16	Torrance	1.3603%	3,725,967						3,725,967		352,073	4,078,040
17	TOTAL	100.0000%	\$ 273,903,101	\$ 5,000,000		\$ 49,880,259		\$ 2,652,292	\$ 331,435,652	\$ -	\$ -	\$ 331,435,652

Notes: Total may not add due to rounding.

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

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

(3) Due to the Infrastructure Investment Jobs Act (IIJA) leading to greater-than-expected 5307 grants, the Board approved in June 2022 to allocate \$10 million in FY22, \$5 million in FY24, and \$5 million in FY26 from 5307 to the LTSS. Metro will exchange these amounts with its PC40 fund. In FY24, \$5 million will be included in Metro's 5307 fund to cover FY24 fund exchange.

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

(Estimated - to be Adjusted to Actual apportionment)

LOS ANGELES COUNTY SHARE (UZA 2)	Directional Route Miles (DRM) Allocation			Vehicle Revenue Miles (VRM) Allocation			Total \$ Allocation	Fund Exchange	Net Funds Available ⁽¹⁾
	DRM	DRM%	DRM \$Allocation	VRM	VRM%	VRM \$Allocation			
High Intensity Fixed Guideway:									
1 Metro (Including Metrolink)	485.4	99.774%	\$ 50,771,591	27,684,200	98.806%	\$ 87,126,703	\$ 137,898,294	\$ 1,168,201	\$ 139,066,495
2 Long Beach Transit	0.5	0.103%	52,299	60,068	0.214%	189,044	241,344	(241,344)	-
3 Santa Monica	0.6	0.123%	62,758	12,443	0.044%	39,160	101,919	(101,919)	-
4 Foothill Transit	-	0.000%	-	262,121	0.936%	824,938	824,939	(824,939)	-
5 Sub-total	486.5	100.000%	50,886,648	28,018,832	100.000%	88,179,845	139,066,495	-	139,066,495
High Intensity Motorbus:									
6 Antelope Valley	23.6	13.825%	549,445	116,374	4.792%	237,556	787,002	(787,002)	-
7 Foothill Transit	39.4	23.081%	917,294	1,528,527	62.947%	3,120,208	4,037,503	(4,037,503)	-
8 LADOT	35.1	20.562%	817,183	114,003	4.695%	232,716	1,049,900	(1,049,900)	-
9 Metro Bus Operations	72.6	42.531%	1,690,243	669,370	27.566%	1,366,396	3,056,639	5,874,404	8,931,043
10 Sub-total	170.7	100.00%	3,974,166	2,428,274	100.000%	4,956,877	8,931,043	-	8,931,043
11 Total LA County Share - UZA 2	657.20		\$ 54,860,814	30,447,106	200.000%	\$ 93,136,722	\$ 147,997,538	\$ -	\$ 147,997,538

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

(Estimated - to be Adjusted to Actual apportionment)

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available (1)
1	Antelope Valley	0.1212%	\$ 31,367	\$ (31,367)	\$ -
2	Arcadia	0.1826%	47,263	(47,263)	-
3	Claremont	0.0224%	5,807	(5,807)	-
4	Commerce	0.3697%	95,686	(95,686)	-
5	Culver City	1.4114%	365,298	(365,298)	-
6	Foothill Transit	9.8529%	2,550,085	(2,550,085)	-
7	Gardena	1.1781%	304,921	(304,921)	-
8	LADOT	4.9626%	1,284,402	(1,284,402)	-
9	La Mirada	0.0723%	18,725	(18,725)	-
10	Long Beach	7.1661%	1,854,706	(1,854,706)	-
11	Montebello	1.9862%	514,069	(514,069)	-
12	Metro Bus Operations	64.5049%	16,694,895	9,186,715	25,881,610
13	Norwalk	0.7285%	188,540	(188,540)	-
14	Redondo Beach	0.3302%	85,466	(85,466)	-
15	Santa Clarita	0.8654%	223,972	(223,972)	-
16	Santa Monica	4.8851%	1,264,336	(1,264,336)	-
17	Torrance	1.3603%	352,073	(352,073)	-
18	TOTAL	100.0000%	\$ 25,881,610	\$ -	\$ 25,881,610

Note:

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY22 data)				ACTIVE FLEET CALCULATION (FY22 data)						
		Local Vehicle Miles [Input]	Express Vehicle Miles [Input]	Total Miles Weighted 60% Local/ 40% Express	1/3 Weight	Active Fleet (1) [Input]	Peak Bus Fixed Route (2) [Input]	Allowable Peak Bus (Peak+20%)	DAR Seats (3) [Input]	Bus Eqvt. (44 Seats per Bus)	Total Active Vehicle	1/3 Weight
1	Antelope Valley	2,628,918	832,701	1,910,431	0.9081%	62	52	62.0	0	0.0	62.0	0.6510%
2	Arcadia DR	71,270	-	42,762	0.0203%	0	0	0.0	86	2.0	2.0	0.0205%
3	Arcadia MB	191,716	-	115,030	0.0547%	8	6	7.2	0	0.0	7.2	0.0756%
4	Claremont	27,529	-	16,517	0.0079%	0	0	0.0	50	1.1	1.1	0.0119%
5	Commerce	452,573	-	271,544	0.1291%	22	13	15.6	48	1.1	16.7	0.1752%
6	Culver City	1,446,527	-	867,916	0.4125%	54	34	40.8	0	0.0	40.8	0.4284%
7	Foothill Transit	11,136,880	3,884,492	8,235,925	3.9147%	359	303	359.0	0	0.0	359.0	3.7693%
8	Gardena	1,178,632	-	707,179	0.3361%	52	24	28.8	55	1.3	30.1	0.3155%
9	LADOT	4,358,583	3,137,834	3,870,283	1.8396%	242	183	219.6	0	0.0	219.6	2.3057%
10	La Mirada	56,747	-	34,048	0.0162%	0	0	0.0	192	4.4	4.4	0.0458%
11	Long Beach	6,586,801	-	3,952,081	1.8785%	259	144	172.8	40	0.9	173.7	1.8239%
12	Montebello	1,835,718	30,753	1,113,732	0.5294%	71	47	56.4	40	0.9	57.3	0.6017%
13	Metro Bus Operations	69,539,185	3,517,924	43,130,681	20.5010%	2,360	1,558	1,869.6	0	0.0	1,869.6	19.6299%
14	Norwalk	1,036,738	-	622,043	0.2957%	34	24	28.8	0	0.0	28.8	0.3024%
15	Redondo Beach	473,836	-	284,302	0.1351%	14	14	14.0	75	1.7	15.7	0.1649%
16	Santa Clarita	1,834,350	735,839	1,394,946	0.6631%	83	66	79.2	0	0.0	79.2	0.8316%
17	Santa Monica	4,435,473	50,531	2,681,496	1.2746%	195	124	148.8	0	0.0	148.8	1.5623%
18	Torrance	1,162,536	448,103	876,763	0.4167%	63	48	57.6	54	1.2	58.8	0.6177%
19	TOTAL	108,454,012	12,638,177	70,127,678	33.3333%	3,878	2,640	3,160.2	640	14.5	3,174.7	33.3333%

Notes:

Include only MTA Funded Programs:

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

Los Angeles County Metropolitan Transportation Authority
FY 2024 Transit Fund Allocations

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY22 data)				UNLINKED PASSENGERS (FY22 data)		Gross Formula Share	Re-Allocate AVTA And Santa Clarita's Non-LA2 UZA Share	LA UZA 2 Net Formula Share
		Passenger Revenue [Input]	Base Fare \$ [Input]	Fare Units	1/2 of 1/3 Weight	Unlinked Passengers [Input]	1/2 of 1/3 Weight			
1	Antelope Valley	\$1,850,053	\$ 1.50	1,233,369	0.4038%	1,113,754	0.0747%	2.0375%	-1.9163%	0.1212%
2	Arcadia DR	4,138	1.00	4,138	0.0014%	15,445	0.0010%	0.0432%	0.0014%	0.0446%
3	Arcadia MB	2,620	0.50	5,240	0.0017%	24,471	0.0016%	0.1336%	0.0043%	0.1380%
4	Claremont	10,742	2.50	4,297	0.0014%	8,078	0.0005%	0.0217%	0.0007%	0.0224%
5	Commerce (1)	-	-	113,692	0.0372%	246,643	0.0165%	0.3581%	0.0116%	0.3697%
6	Culver City	1,142,579	1.00	1,142,579	0.3740%	2,267,843	0.1521%	1.3670%	0.0444%	1.4114%
7	Foothill Transit	7,480,849	1.75	4,274,771	1.3994%	6,852,419	0.4595%	9.5429%	0.3100%	9.8529%
8	Gardena	1,167,450	1.00	1,167,450	0.3822%	1,599,539	0.1073%	1.1411%	0.0371%	1.1781%
9	LADOT	911,373	1.50	607,582	0.1989%	6,893,870	0.4622%	4.8065%	0.1561%	4.9626%
10	La Mirada	19,606	1.00	19,606	0.0064%	24,653	0.0017%	0.0701%	0.0023%	0.0723%
11	Long Beach	6,958,816	1.10	6,326,196	2.0709%	17,409,861	1.1674%	6.9407%	0.2255%	7.1661%
12	Montebello	2,068,909	1.10	1,880,826	0.6157%	2,638,870	0.1769%	1.9237%	0.0625%	1.9862%
13	Metro Bus Operations	48,425,637	1.75	27,671,793	9.0585%	198,145,246	13.2860%	62.4754%	2.0294%	64.5049%
14	Norwalk	208,328	1.25	166,662	0.0546%	789,462	0.0529%	0.7056%	0.0229%	0.7285%
15	Redondo Beach	-	1.00	0	0.0000%	295,365	0.0198%	0.3198%	0.0104%	0.3302%
16	Santa Clarita	1,367,016	1.00	1,367,016	0.4475%	1,820,768	0.1221%	2.0642%	-1.1988%	0.8654%
17	Santa Monica	5,617,870	1.25	4,494,296	1.4712%	6,312,168	0.4232%	4.7314%	0.1537%	4.8851%
18	Torrance	433,500	1.00	433,500	0.1419%	2,106,014	0.1412%	1.3175%	0.0428%	1.3603%
19	TOTAL	\$77,669,486		50,913,013	16.6667%	248,564,469	16.6667%	100.0000%	0.0000%	100.0000%

Note:

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

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

		ANTELOPE VALLEY (FY19 data)			SANTA CLARITA (FY19 data)		
		Passenger Miles	%	Re-Allocated Share	Passenger Miles	%	Re-Allocated Share
20	Non-LA 2 UZA (AV 123 for AVTA, AV 176 for Santa Clarita)	28,383,366	94.0517%	1.9163%	11,404,989	58.0772%	1.1988%
21	UZA number LA 2	1,795,116	5.9483%	0.1212%	8,232,648	41.9228%	0.8654%
22	Total	30,178,482	100.0000%	2.0375%	19,637,637	100.0000%	2.0642%

LTSS ZEV Call for Projects Selection & Awards

	Project Proposal	Sponsor	Number of Vehicles	Local Fund	Amount Requested	Total	Award Value
1	2 BEV	Avalon	2	\$ 49,400	\$ 274,000	\$ 323,400	\$ 274,000
2	2 BEV and charging equipment	Calabasas	2	124,000	496,000	620,000	496,000
3	2 30' BEV and charging equipment	El Monte	2	615,805	1,436,879	2,052,684	1,436,879
4	Parking Deck and bus price increase	Glendale	5	22,101,900	4,930,194	27,032,094	4,930,194
5	4 BEV and charging equipment	Glendora	4	1,735,535	1,000,000	2,735,535	1,000,000
6	8 FCEB and 7 BEV	Pasadena	15	5,832,904	5,000,000	10,832,904	5,000,000
7	5 BEV and charging equipment	West Hollywood	5	575,000	800,000	1,375,000	800,000
8	Total		35	\$ 31,034,544	\$ 13,937,073	\$ 44,971,617	\$ 13,937,073

BEV = battery electric vehicle

FCEB = fuel cell electric bus

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2023-2024 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

- a.1 The claimant's proposed expenditures are in conformity with the Regional Transportation Plan.
- a.2 The level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements of PUC Section 99268.2, 99268.3, 99268.4, 99268.5, and 99268.9, as they may be applicable to the claimant.
- a.3 The claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.
- a.4 The sum of the claimant's allocations from the state transit assistance fund and from the local transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations**

- a.5 Priority consideration has been given to claims to offset reductions on federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs.

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

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

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

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

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2023-24 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan, the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

ATTACHMENT C

**Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations**

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

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June 22, 2023.

COLLETTE LANGSTON
Board Secretary

DATED:
(SEAL)

**Summary of Significant Information, Methodologies & Assumptions
for Revenue Estimates**

- Sales tax revenue estimates are projected to increase by 16% over FY 2022-23 (FY23) amended budget based upon a review of several economic forecasts.
- Assumed Consumer price index (CPI) growth of 3.71% represents a composite index from several economic forecasting sources.
- At their March meeting, Bus Operations Sub-Committee (BOS) members concurred with the use of FY22 Vehicle Service Miles statistics and Fare Revenue to allocate State, Local, and Federal funds.
- To mitigate the impact of COVID-19, Metro staff recommended, and BOS members approved to use of the FY19 fare revenue data for the Arcadia Transit, La Mirada Transit, Redondo Beach, and Santa Clarita.
- Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, allocates formula funds to transit agencies for two different programs: 1) State of Good Repair (SGR) and 2) State Transit Assistance. SGR is a program funded by the increase in Vehicle License Fees. To be eligible for SGR funding, eligible transit agencies must comply with various reporting requirements. The second program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel. Recipients are asked to provide supplemental reporting on the augmented State Transit Assistance funding received each fiscal year to allow for transparency and accountability of all SB 1 expenditures. Recipients are asked to report on the general uses of STA expenditures. These funds are allocated using FAP calculation methodology to Included and Eligible Operators.
- Pursuant to section 130004, up to 1 percent of annual TDA revenues shall be allocated to Metro and up to $\frac{3}{4}$ percent shall be allocated to Southern California Association of Governments (SCAG) for transportation planning and programming process. Beginning in FY20, Metro increased the TDA planning allocation to the full 1 percent of annual TDA revenues.
- Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA, and Prop A 40% Discretionary funds. The fund source is Prop A 95% of 40% growth over CPI.
- Federal formula grants (urbanized Formula Section 5307, Bus and Bus Facilities Section 5339, and State of Good Repair Section 5337) are presented for budgetary purposes only and will be adjusted upon receipt of the final apportionments. Values included in the allocation of federal funding assume

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

Congressional action to fully fund formula allocations in the amount represented in the Infrastructure Investment and Jobs Act (IIJA).

- Federal Sections 5307 and 5339 are calculated using the Capital Allocation Procedure (CAP) as adopted by the Bus Operations Subcommittee (BOS). Section 5337 is calculated based on the directional route miles and vehicle revenue miles formula used by the Federal Transit Administration (FTA). Operators' shares of Sections 5339 and 5337 will be exchanged with Metro's share of Section 5307 allocation.

Bus Transit Subsidies (\$1,822.1M)

Formula Allocation Procedure (\$1,040.2M)

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

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

In FY 2008, the Board set aside \$18.0 million from GOI fund to provide operating assistance to Tier 2 Operators including LADOT Community Dash, Glendale, Pasadena and Burbank fixed route transit programs. Allocation is calculated using the same methodology as in the FAP and does not negatively impact the existing Included and Eligible Operators. This program was funded \$6.0 million each year for three years beginning FY 2011. With the Board's approval, an adjustment of the funding from a \$6 million annual cap to \$8.2 million has been made for FY24, with the subsequent annual allocations to be adjusted based on the CPI. The FY24 amount was derived by applying the actual annual CPI rates to the annual \$6 million capped allocation between the first year of the Tier 2 Operator program in 2010 through to 2024.

Measure R Allocations (\$286.2M)

- **Measure R 20% Bus Operations (\$276.2M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

share is allocated using FAP calculation methodology to Included and Eligible Operators.

- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$10.0M)**
The Measure R ordinance also provides a lump sum allocation of \$150.0 million over the life of the ordinance for clean fuel and bus facilities. This fund is allocated to Metro and LA County Municipal Operators at \$10 million every even year.

Measure M 20% Transit Operations (\$276.0M)

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

Proposition C 5% Security (\$63.2M)

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

Proposition C 40% Discretionary Programs (\$77.2M)

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

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

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

Senate Bill 1 (\$79.2M)

The following programs are funded with SB1:

- **State Transit Assistance (\$65.8M)**
- **State of Good Repair (\$13.4M)**

SB1 fund will be allocated based on Measure R allocation methodology.

Local Subsidies (\$984.4M)

Proposition A Incentive Programs (\$22.1M)

In lieu of TDA Article 4.5, five percent (5%) of Proposition A 40% Discretionary funds have been allocated to local transit operators through Board-adopted Incentive Program guidelines. Programs include the Sub-Regional Paratransit Program, the Voluntary NTD Reporting Program and the Sub-Regional Grant Projects. Under the Voluntary NTD Reporting Program, local transit operators report operating data for entitlement to the Federal FTA Section 5307 funds. Operators participating in the Voluntary NTD Reporting Program and who are not receiving Sub-Regional Paratransit funds are allocated an amount equal to the Federal FTA Section 5307 funds they generate for the region.

Under the Sub-Regional Grant Projects, Avalon's Ferry, which provides a lifeline service to its residents who commute between Avalon and the mainland, will receive \$700,000 in subsidy funding.

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

At its May 16, 2017, meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000.

Local Returns (\$899.6M)

Proposition A 25% (\$285.0M)

Proposition C 20% (\$236.4M)

Measure R 15% (\$177.3M)

Measure M 17% (\$200.9M)

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

TDA Article 3 funds (\$13.6M)

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

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

TDA Article 8 funds (\$49.0M)

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

Federal Funds (\$505.3M)**Section 5307 Urbanized Formula Program (\$331.4 M)**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation related planning. Based on federal revenue estimates for FY24, \$331.4 million in Federal Section 5307 Urban Formula funds are allocated to Los Angeles County transit operators and LACMTA Operations. Eighty-five percent (85%) of these funds have been allocated based on a capital allocation formula consisting of total vehicle miles, number of vehicles, unlinked boardings, passenger revenue and base fare. The 15% Capital Discretionary fund and the 1% Transit Enhancement Act fund have been allocated on a discretionary basis with BOS review and concurrence.

At its April 19, 2021, meeting, the BOS allocated \$360,000 each year for the next three years to the Southern California Regional Transit Training Consortium (SCR TTC) from the 15% discretionary fund. SCR TTC provides a training resource network comprised of Community Colleges, Universities, Transit Agencies, and Public and Private Organizations focused on the development and delivery of training and employment of the transit industry workforce that is proficient at the highest standards, practices, and procedures for the industry. The funds will be exchanged with Metro's TDA Article 4 share and disbursed through Long Beach Transit.

Section 5339 Bus and Bus Facilities (\$25.9M)

Section 5339 is a grant program authorized by 49 United States Code (U.S.C) Section 5339 as specified under the Federal Reauthorization Moving Ahead for Progress in the 21st Century or "MAP 21". The Program provides capital funding to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Based on federal revenue estimates for FY24, \$25.9 million is allocated to Los Angeles County operators and Metro operations using the Capital Allocation Procedure adopted by the BOS. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize the administrative process.

Section 5337 State of Good Repair (\$148.0M)

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

Los Angeles County Metropolitan Transportation Authority
2024 Transit Fund Allocations

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY24, \$139.1 million is allocated to Metro and Municipal operations.
- **High Intensity Motorbus** - provides capital funding to maintain a system in a state of good repair for buses operating on lanes not fully reserved only for public transportation vehicles. Based on federal revenue estimates for FY24, \$8.9 million is allocated to Metro Operations and Los Angeles County operators following the FTA formula: the fund allocated with Directional Route Miles (DRM) data is allocated using the operators' DRM data while the fund allocated with Vehicle Revenue Miles (VRM) data is allocated using the operators' VRM data. Operators' shares are swapped with Metro's share of Federal Section 5307 to minimize administrative process.



FY 2023-24 Transit Fund Allocations
Finance, Budget & Audit Committee
June 14, 2023

Item #20

Background



- Metro responsible for allocating transit funds to transit operators and jurisdictions in Los Angeles County
- Funding for local transportation projects & programs
- Programs funded through this action include:
 - Regional transit funding for transit operators
 - Local Return (Proposition A/C and Measure R/M)
 - Transportation Development Act Article 3 (bike & ped) & Article 8 (unmet transit needs)
- Allocations developed per federal, state, local requirements, and Board adopted policies & guidelines
- Approved and reviewed by:
 - Bus Operations Subcommittee (BOS)
 - Local Transit Systems Subcommittee (LTSS)
 - Technical Advisory Committee (TAC)

Key Recommendations



- \$3.3 billion for FY24 transportation fund allocations for (Attachment A):
 - 89 LA County local jurisdictions
 - Transit Operators: Included, Eligible, Tier 2 and Local Transit systems
- Increasing Tier 2 funding from capped \$6M to \$8.2M in FY24 & adjusted by CPI annually
- LTSS ZEV Call for Projects Awards:
 - Funded by BOS' increased capacity from IIJA
 - \$13.9M for 7 projects to purchase 35 ZEV vehicles & infrastructure
- Exchanges of Metro funds for transit operator federal & state grants so funds can be drawn down quickly
- Administrative actions to enable flow of funds
 - Adopt Transportation Development Act resolution
 - Authorize CEO to execute agreements



Board Report

File #: 2023-0303, **File Type:** Informational Report

Agenda Number: 22.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 15, 2023**

SUBJECT: AMENDMENT TO THE LETTER OF AGREEMENT WITH THE COUNTY DEPARTMENT OF HEALTH SERVICES (DHS) FOR HOMELESS PROGRAM SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

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

ISSUE

Metro entered into a Letter of Agreement (LOA)with LA County’s Department of Health Services (DHS) to provide services that support Metro’s comprehensive homeless outreach and engagement program. The LOA includes oversight of outreach teams and the provision of dedicated short-term crisis/interim housing beds to serve people experiencing homelessness on the Metro system. The current agreement expires on August 31, 2023. Staff recommends that the Board authorize the CEO to amend the agreement through execution of Amendment No. 8 for an additional four years through June 30, 2027 in the amount of \$63,934,200 to address the continued need for homeless outreach services.

BACKGROUND

The homeless crisis in Los Angeles County is among the most severe in the country. Despite substantial investments and efforts, this crisis continues to pose significant challenges to cities throughout LA County, with serious implications for , transit agencies. According to the 2022 point-in-time count conducted by the Los Angeles Homeless Services Authority, over 69,000 individuals are currently experiencing homelessness in the county. Metro’s point-in-time count in 2022, found that over 800 people experiencing homeless (PEH) are sheltering on our system at bus rapid transit and rail stations.

During the pandemic, as ridership declined, there was a noticeable surge in individuals experiencing

homelessness seeking refuge on the Metro system. Although transit vehicles and stations are not intended for use as shelters, they have become a temporary safe haven for people seeking shelter, given scarce shelter resources countywide and respite from the extreme weather conditions in both winter and summer. It is important to recognize that while Metro's primary function is that of a transit operator, not a homeless service provider, the magnitude of the crisis necessitates an all-hands-on-deck approach to address the chronic impacts to the transit system. Metro is dedicated to improving the customer experience of its riders, and in order to be successful in this endeavor, we must also address the needs of riders seeking shelter on our system.

Currently, regional coordination for homeless services is managed by the Los Angeles Continuum of Care partners, including social service agencies, LA County, and the Los Angeles Homeless Services Authority (LAHSA). Metro has found that most outreach occurs Monday - Friday, from 8 am - 4 pm, and Metro's transit properties are not included in the current street-based outreach service areas, leaving people experiencing homelessness on Metro without care, support or access to the homeless services.

To address the gap in services on transit created by the Los Angeles Continuum of Care partners, including social service agencies, LA County, and the Los Angeles Homeless Services Authority (LAHSA), and concerns from our riders, Metro has taken proactive measures by contracting dedicated outreach teams specifically tasked with providing resources to individuals experiencing homelessness on Metro property during extended hours and weekends. This strategic move aims to align outreach efforts with Metro's operational hours, ensuring that support is available when it is most needed. Since 2017, Metro has made substantial investments and formulated a comprehensive outreach strategy designed to connect homeless individuals sheltering in the transit system to essential health services, social assistance, and supportive housing.

Metro's comprehensive homeless outreach strategy is contracted through a Letter of Agreement (LOA) with the LA County DHS, Housing for Health Program. The department manages the service agreements with social service providers. The existing LOA includes DHS oversight of program services with 16 multi-disciplinary outreach teams (MDTs) and up to 150 dedicated interim housing beds at a cost not-to-exceed \$28,920,000. Due to cost savings realized during FY23, Metro extended the existing Letter of Agreement term to continue program services through August 31, 2023.

Summary of Metro Letter of Agreement with DHS for Homeless Program Services

Metro and the Los Angeles County, Department of Health Services entered into a Letter of Agreement (LOA) for Multidisciplinary Street-Based Engagement Services, in June 2018 to provide services from July 1, 2018, through June 30, 2019, in the amount of \$4,940,000. This LOA included funding for 8 street-based homeless outreach teams on the Metro system.

Amendment Number 1

June 2019, Metro and DHS entered into Amendment Number 1 to the LOA; which continued outreach program services through June 30, 2021, and increased the funding by \$9,880,000.

Amendment Number 2

In March 2021, Metro and DHS entered into Amendment No. 2 to establish a four-month homeless shelter bed pilot program, increasing funding for the Agreement by \$1,500,000. The pilot program included additional outreach staff to enhance homeless outreach teams and eighty interim housing beds at the Home At Last shelter in South Los Angeles.

Amendment Number 3

June 2021, Metro and DHS entered into Amendment No. 3 to extend the Term of the Agreement through June 30, 2023, and increase the funding by \$9,880,000 to continue outreach services and interim housing.

Amendment Number 4

In November 2021, Metro and DHS entered into Amendment No. 4 to increase the funding by \$1,250,000 to continue the interim shelter pilot program at Home At Last.

Amendment Number 5

In February 2022, Metro and DHS entered into Amendment No. 5 to increase the funding by \$1,470,000 to continue the interim shelter pilot program at Home At Last through June 2022.

Amendment Number 6

In February 2023, Metro and DHS entered into Amendment No. 6 to expand the scope of services to include 8 new homeless outreach teams and to reallocate funding to include authorization for up to 150 interim housing beds. This amendment utilized cost-savings to fund the expansion of teams and interim housing beds.

Amendment Number 7

June 2023, Metro and the County entered into Amendment No. 7 to amend the Agreement to expand the scope of services and extend the period of performance to August 31, 2023. This amendment utilized FY23 cost-savings to fund the expansion of outreach teams and interim housing beds.

DISCUSSION

Metro's approach to homeless outreach involves a diverse set of services and activities that aim to establish connections with individuals experiencing homelessness, establish trust, and facilitate their access to vital resources such as shelter, food, healthcare, and employment services.

Metro has worked to infuse industry best-practices to ensure effective homeless outreach that results in referrals to interim and permanent housing. Some of the best-practices implemented in Metro's transit environment include:

- **Housing first** strategies are important to the effectiveness of homeless outreach and engagement - if shelter, housing, and/or family reunification is available - outreach teams work diligently to directly refer people experiencing homelessness without barriers to access.
- **Building relationships** with people experiencing homelessness takes time and outreach workers engage with individuals over a period of weeks, months or even years until they are connected to the right social services and or housing.

- **Meeting people where they are** is the most effective outreach model. Metro teams visit encampments, transit stations, and onboard transit vehicles to engage people where they are living or seeking shelter, rather than expecting them to leave the transit facility to be connected to services or shelter.
- **Cultural diversity and sensitivity are a priority** to address the diverse needs of people experiencing homelessness. Metro's outreach teams are diverse culturally and also employ individuals from a broad range of backgrounds, including people with lived experience in homelessness, drug addiction, and the criminal justice system. Metro works with DHS to bring on staff from the diverse communities the transit system serves to establish diverse and reflective outreach teams.

The LOA Amendment Number 8 includes an expansion of multi-disciplinary teams from 16 teams to up to 24 teams, the continuation of the authorization for up to 150 interim housing beds, and the extension of the program term through June 30, 2027, for a total not-to-exceed amount of \$63,934,200. The additional eight MDTs will enable greater overall coverage and focus on station hot spots and encampments on Metro property. Each service provider is assigned coverage zones so that resources can be coordinated based on staff availability and community knowledge.

Metro uses multi-disciplinary teams (MDTs) consisting of 2 to 5 members, including outreach workers, case managers, addiction specialists, housing navigators, and mental health specialists. These teams are dedicated to engaging with individuals experiencing homelessness within the transit system, which encompasses Metro facilities, stations, and vehicles. The wide range of services provided by these MDTs includes on-site triage, comprehensive assessments, direct referrals to social services, distribution of hygiene kits, access to medical services, mental health care, case management, and assistance in securing shelter, housing, and additional support services. The overarching objective of homeless outreach efforts is to provide support to individuals experiencing homelessness and empower them to attain stability and self-sufficiency.

Each of Metro's MDTs consists of staff members from the lead social service provider in their respective service planning areas (SPAs). The following organizations are involved in the MDTs:

- LA Family Housing: San Fernando Valley
- Union Station Homeless Services: San Gabriel Valley
- HOPICS: South Bay/South LA/Southeast LA/Long Beach
- LA Mission/Christ Centered Ministries (CCM): Downtown LA/South Bay
- PATH: Downtown LA/Westside

By collaborating with these established social service providers, Metro aims to leverage their expertise and local knowledge to maximize the effectiveness of the outreach efforts in each specific region within Los Angeles County.

To date, Metro's outreach efforts have been successful in connecting riders experiencing homelessness with much-needed support services and housing options. Since 2018, MDTs have

engaged over 13,237 individuals, 2,090 have been connected with interim housing, and 942 individuals have been permanently housed. Metro's street-based outreach teams consistently surpass county metrics for engagement and housing outcomes.

Metro's existing Letter of Agreement (LOA) also includes the ability to contract with a service provider for up to 150 interim housing beds. Having direct access to interim housing shelter beds provides outreach teams the ability to quickly house individuals and families that they encounter on the transit system. The DHS interim housing also provides supportive wrap-around services, like meals, case management, medical care and housing navigation. This helps to improve overall linkage to appropriate resources and streamlines the path to permanent housing compared to crisis beds or motels which do not have the access to case management services. The interim housing provided under the LOA is also more cost-effective, given that the rates are a pre-negotiated fixed cost. Outreach teams are also able to directly access the shelter beds 24 hours a day, 7 days a week. Metro currently contracts 25 beds for individuals and families at LA Global Care facilities located throughout Los Angeles.

..Determination Of Safety Impact

DETERMINATION OF SAFETY IMPACT

Metro's transit vehicles and stations are not meant for habitation. By providing outreach and access to housing through this Board action - Metro will be able to implement care-based strategies to address the needs of people experiencing homelessness.

FINANCIAL IMPACT

Approval of the Letter of Agreement - Amendment Number 8 would cost of \$15,849,900 in Fiscal Year 2024. The costs for these services are included in the FY24 budget for cost center 2614, Bus Operations Transportation Project 300601. Funding for this operating related effort is ordinary operating sources, including fare revenues and operating eligible sales tax funds. Because the contract spans multiple fiscal years the Deputy Executive Officer, Homelessness Initiatives will be responsible for budgeting funds via the annual budget process.

EQUITY PLATFORM

Expanding Metro's efforts to address homelessness on the transit system through extending the homeless outreach program will directly benefit unhoused individuals in LA County. Data from the 2022 LAHSA point-in-time count shows that a majority (over 64%) of individuals experiencing homelessness are male, and over 35% are African American individuals and families experiencing chronic homelessness. Increasing funding and outreach efforts to address the most need will have a direct impact on Metro's efforts to invest in Equity Focus Communities. Contracted MDTs will be serving EFCs throughout the Metro system.

The extension of the homeless services program will increase access to interim/emergency and permanent housing for unhoused seeking shelter on Metro . This work will directly improve access to interim housing for individuals who are experiencing homelessness in the communities near Metro bus and rail lines throughout LA County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation to expand the agreement with the Department of Health Services supports Metro's Vision 2028 Strategic Plan goal #4.1, which states: Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Strategic Plan. An excerpt from the Vision 2028 Strategic Plan cites - Transportation interfaces with quality of life issues, such as equity, economic opportunity, gentrification, displacement, affordable housing, homelessness, environmental quality, public health, and access to education and health care.

ALTERNATIVES CONSIDERED

The Board could consider not extending the agreement and instead end the program immediately. This alternative is not recommended, as Metro is not a direct recipient of state and federal homeless outreach funding so there is a direct benefit to having homeless outreach services that are managed by Metro through the County of Los Angeles homeless services.

NEXT STEPS

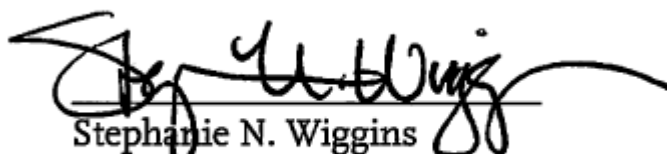
Metro is actively working towards bridging the gap between homeless individuals on the transit system and the necessary resources they require. By extending outreach services to encompass Metro properties during extended hours and weekends, Metro is striving to enhance the overall support system available to those experiencing homelessness within the transit network. Should the Board approve the staff recommendation, the CEO will execute Amendment Number 8 to the Letter of Agreement with the Los Angeles County Department of Health Services to extend the homeless outreach service agreement to June 2027.

ATTACHMENTS

Attachment A - LOA Amendment No 8 DRAFT

Prepared by: Craig Joyce, Deputy Executive Officer, Homeless Initiatives, (213) 418-3008
Desarae Jones, Senior Director, Office of the CEO, (213) 922-2230

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer

**AMENDMENT NUMBER EIGHT TO LETTER OF
AGREEMENT
FOR MULTIDISCIPLINARY STREET-BASED ENGAGEMENT
SERVICES**

This Amendment Number Eight to the Letter of Agreement for Multidisciplinary Street-Based Engagement Services with an execution date of June 27, 2018 (hereinafter "Agreement"), is made and entered into this ___ day of _____, 2023 ("Amendment Seven Effective Date") by and between the County of Los Angeles (hereinafter "County") and the Los Angeles County Metropolitan Transportation Authority (hereinafter "Metro"). The County and Metro are each individually a "Party" and collectively the "Parties" to this Agreement.

RECITALS

WHEREAS, in February 2016, the County's Board of Supervisors (Board) approved 47 strategies for the Los Angeles County Homeless Initiative (Homeless Initiative), directing the County, Los Angeles Homeless Services Authority (LAHSA), and Community Based Organizations (CBOs), to develop and implement a plan to leverage outreach efforts and create a countywide network of multidisciplinary, integrated street-based teams to identify, engage and connect, or re-connect, homeless individuals to interim and/or permanent housing and supportive services. A pilot program utilizing "County-City-Community" ("C3") teams was deployed to engage individuals living on Skid Row, and on September 2016, the Board expanded the pilot program; and

WHEREAS, in response to the Homeless Initiative and in support of the pilot program expansion, on October 2016, Metro's Board of Directors directed its Chief Executive Officer to provide funding towards the deployment of two (2) C3 homeless outreach teams to provide multidisciplinary street-based engagement services (field-based services) exclusively to the Metro Red Line, and take all actions necessary to transfer the funds to the County to administer the program, in coordination with the implementation of the Homeless Initiative. On February 21, 2017, the Board delegated authority to the Los Angeles County, Director of Health Services to accept funding from participating funders including government, non-profit, and private organizations; and

WHEREAS, in April 2017, Metro and the Los Angeles County, Department of Health Services entered into the first Letter of Agreement for Multidisciplinary Street-Based Engagement Services, in the amount of \$1,200,000 to deploy two (2) C3 homeless outreach teams for twelve (12) months and engage persons that turn to the Metro Red Line and property for alternative shelter; and

WHEREAS, in May 2018, Metro's Board of Directors directed its Chief Executive Officer to provide funding to expand the C3 homeless outreach teams from two (2) to eight (8) teams on the Metro rail, bus, and Union Station. Metro and the Los Angeles County, Department of Health Services entered into their second Letter of Agreement for Multidisciplinary Street-Based Engagement Services, dated June 27, 2018 to provide

services from July 1, 2018 through June 30, 2019 in the amount of \$4,940,000, which was amended by that certain Amendment No. 1, dated June 19, 2019, to continue services through June 30, 2021, and increase the funding by \$9,880,000 for a total funding amount not to exceed \$14,820,000; and

WHEREAS, in March 2021, Metro and the Los Angeles County, Department of Health Services entered into Amendment No. 2 to establish a four (4) month homeless shelter bed pilot program, thereby increasing funding for the Agreement by \$1,500,000 for a not-to-exceed total of \$16,320,000. The pilot program includes adding staff (five (5) Generalist and one (1) Supervisor) to enhance homeless outreach teams, providing up to eighty interim housing beds throughout Los Angeles County, properly document, track and submit monthly data reports, to properly submit complete monthly invoices of the actual costs incurred, and to properly document deployments; and

WHEREAS, in June 2021, Metro and the Los Angeles County, Department of Health Services entered into Amendment No. 3 to extend the Term of the Agreement through June 30, 2023, and increase the funding by \$9,880,000 for a total amount not-to-exceed \$26,200,000; and

WHEREAS, in November 2021, Metro and the County entered into Amendment No. 4 to amend the Agreement to increase the funding by \$1,250,000 for a total amount not-to-exceed \$27,450,000; and

WHEREAS, in February 2022, Metro and the County entered into Amendment No. 5 to amend the Agreement to increase the funding by \$1,470,000 for a total amount not-to-exceed \$28,920,000; and

WHEREAS, in February 2023, Metro and the County entered into Amendment No. 6 to amend the Agreement to expand the scope of services and to reallocate funding; and

WHEREAS, in June 2023, Metro and the County entered into Amendment No. 7 to amend the Agreement to expand the scope of services, to reallocate funding and extend the period of performance to August 31, 2023; and

WHEREAS, the Parties desire to enter into this Amendment No. 8 to amend the Agreement to extend the Term of the Agreement through June 30, 2027, and increase the funding by \$63,934,200 for a total amount not to exceed \$92,854,200.

NOW, THEREFORE, in consideration of the mutual covenants, promises and undertakings set forth herein and other consideration, the receipt and adequacy of which the Parties hereby acknowledge, the Parties hereby agree as follows:

AGREEMENT

1. Section 1 – Term of Agreement, is hereby deleted in its entirety and replaced as follows:

“1. Term of Agreement and Period of Performance: The term of this Agreement begins on July 1, 2018 and remains in place through June 30, 2027.

The Period of Performance of this Agreement shall be as follows:

Up to twenty-four (24) C3 Homeless Outreach Teams – September 1, 2023 through June 30, 2027.

Up to 150 (one-hundred and fifty) dedicated Interim Housing Beds – September 1, 2023 through June 30, 2027.

Eighty (80) Interim Housing Beds – July 1, 2021 through June 30, 2022.

Five (5) Generalist Outreach workers, One (1) Supervisor and Eighty (80) Interim Housing Beds – March 1, 2021 through June 30, 2021.

Up to 150 (one-hundred and fifty) dedicated Interim Housing Beds – January 1, 2023 through August 31, 2023.

The Parties may, by mutual written consent, execute another Amendment to extend the term of Agreement and period of performance.”

2. Section 2 – Purpose of Funds, is hereby deleted in its entirety and replaced as follows:

“2. Purpose of Funds: *The County shall use \$85,596,000 of the \$92,854,200 for SHSMA work order(s) with County contractor(s) who will provide:*

- A. Up to twenty-four (24) multidisciplinary outreach teams that will each provide field-based engagement/outreach services Monday through Sunday between the hours of 3am – 6pm at varying shifts, County recognized holidays excepted, for homeless individuals living in and around the Metro system as defined by Metro. The Parties may, by mutual written consent, modify the days of the week and/or time that the field-based engagement/outreach services are to be provided by the multidisciplinary outreach teams.
- B. Enhanced homeless outreach teams and related mental health, addiction, nursing, and other specialists, including peer navigators and other services required to serve individuals and families experiencing homelessness.
- C. Up to 150 interim housing/crisis shelter beds that will include supportive case management services and full wrap-around care for families and individuals in congregate or single occupancy sites around Los Angeles County at the approval of Metro. The interim housing program will serve as stabilization beds for Metro’s MDT

client referrals and will provide a direct linkage to permanent housing, a higher level of care or other interim housing programs operated by the County of Los Angeles. The interim housing partnerships will be operational and be available for client referrals for 24 hours a day, 7 days a week, including holidays.

The County shall obtain Metro’s written consent prior to issuing SHSMA work orders to perform work pursuant to this Agreement. Further, the County will bill Metro at a rate not to exceed 5% of total work order costs for administering this program from July 1, 2018, through June 30, 2022. Beginning July 1, 2022, the County will bill Metro at a rate not to exceed 10% of total work order costs for administering this program.

The Parties may, by mutual written consent, execute another Amendment to reallocate and/or additional funds. For purposes of budgetary planning, the following shall constitute the maximum funding compensated for each term:

Term	SHSMA Work Orders	Administrative Costs	Total
7/1/18- 6/30/19	\$2,515,070	\$100,766	\$2,615,836
7/1/19- 6/30/20	\$3,669,344	\$247,000	\$3,916,344
7/1/20- 6/30/21	\$4,765,294	\$276,076	\$5,041,370
7/1/21- 6/30/22	\$7,088,956	\$247,000	\$7,335,956
7/1/22- 6/30/23	\$6,444,129	\$644,413	\$7,088,542
7/1/23-8/31/23	\$2,656,320	\$265,632	\$2,921,952
9/1/23 – 6/30/24	\$14,409,000	\$1,440,900	\$15,849,900
7/1/24 – 6/30/25	\$14,571,000	\$1,457,100	\$16,028,100
7/1/25 – 6/30/26	\$14,571,000	\$1,457,100	\$16,028,100
7/1/26 – 6/30/27	\$14,571,000	\$1,457,100	\$16,028,100
Total	\$85,261,113	\$7,593,087	\$92,854,200

The funding shall not exceed the total contract value of \$92,854,000 for the term of the Agreement. Work Orders and Budgets will be agreed upon by the Parties. Any unspent funds can be allocated for services in future budget years with written notification of the Parties.

3. Except as expressly amended hereby, the Letter of Agreement for Multidisciplinary

Street-Based Engagement Services, Amendment Number One, Amendment Number Two, Amendment Number Three, Amendment Number Four, Amendment Number Five, and Amendment Number Six remain in full force and effect as originally executed. All rights and obligations of the parties under the Letter of Agreement, Amendment Number One, Amendment Number Two, and Amendment Number Three, Amendment Number Four, Amendment Number Five, Amendment Number Six, and Amendment Number Seven that are not expressly amended by this Amendment shall remain unchanged by this Amendment.

IN WITNESS WHEREOF, the Board of Supervisors of the County of Los Angeles has caused this Amendment to be executed by the County's Director of Health Services and the Los Angeles County Metropolitan Transportation Authority on its behalf by its duly authorized officer, on the day, month, and year first above written.

LOS ANGELES COUNTY METROPOLITAN COUNTY OF LOS ANGELES
TRANSPORTATION AUTHORITY

DRAFT

Expanding the Scope of Metro's Partnership with DHS

Executive Management
Committee
June 2023



Homeless Outreach Program

Letter of Agreement (LOA) with the Department of Health Services (DHS) provides services that support Metro's comprehensive homeless outreach and engagement program. The LOA includes oversight of outreach teams and the provision of dedicated short-term crisis/interim housing beds to serve people experiencing homelessness on the Metro system.

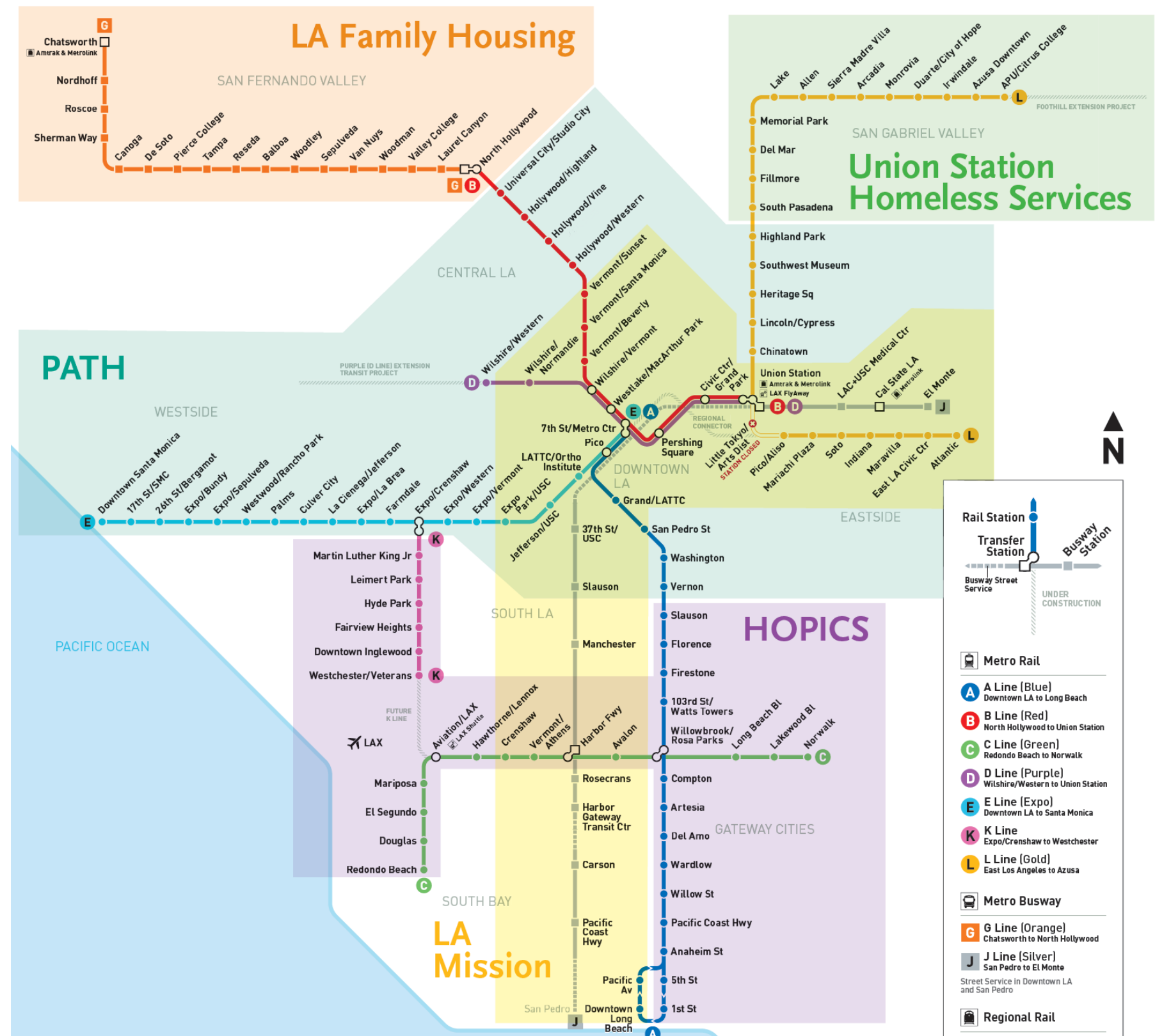
- Current LOA with DHS
 - 16 multidisciplinary teams across 5 agencies
 - 25 dedicated interim housing beds
 - Authorization for up to 150 interim housing beds
 - Cost for 5 years: \$28.92M
- Board Recommendation for Amendment #8
 - 24 MDTs
 - Authorization for up to 150 interim housing beds
 - Cost for 4 years: \$63.9M



Operationalization

The expansion to 24 teams will bring on a new homeless service provider as well as add teams to existing partners

MDTs use industry best practices and are geographically assigned to bus & rail lines in their respective coverage zones



What We Can Expect

- Expansion leads to increased outcomes
 - MDTs will continue to address a continuum of care service gap
 - Greater rate of contact with PEH
 - More people placed in permanent housing
- Interim beds = expedited placements
 - Metro-funded beds are cheaper than motel placements
 - Directly accessible by Metro-funded MDTs
- Impact to safety
 - Metro vehicles, stations and facilities are places not meant for human habitation
 - MDT interventions lead to housing placements, helping unhoused riders avoid potential dangers associated with sheltering on the system



What We Strive For

Current FY housing goal was 250 placed in both interim (IH) & permanent housing (PH)

- The 8 teams who have been operational have exceeded this goal
 - 298 Interim Housing placements
 - 238 Permanent Housing placements
- Tripling the teams to 24 means we can set a goal of up to 900 placements for FY 23-24
 - This achievable goal exceeds the number of People Experiencing Homelessness who were counted in 2022



Thank you





Board Report

File #: 2020-0829, File Type: Budget

Agenda Number: 1.

CONSTRUCTION COMMITTEE JUNE 15, 2023

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

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

ISSUE

In February 2019, the Board of Directors amended the Life-of-Project (LOP) Budget to include the Stations, Trackwork, Systems, and Testing portion of the Project. Within the LOP Budget were Concurrent Non-Full Funding Grant Agreement activities that were known but not finalized at the time.

This action will address the budget required for activities not previously finalized in February 2019, which includes the design for the GSA parking lot improvements and the Veterans' Affairs (VA) parking structure for the 187 parking spaces that are outside the FFGA scope. This action also includes incorporation of hi-rail vehicle storage at the tail tracks, an increased budget for anticipated loss of business goodwill claims for businesses on properties directly impacted by the construction, and contingency to address uncertainties.

BACKGROUND

The Westside Purple Line Extension Section 3 Project consists of the design and construction of approximately 2.56 miles of double track heavy rail subway in twin bored tunnels and two new stations in the City of Los Angeles and an unincorporated area of Los Angeles County. The Project will connect to the future Section 2 terminus station at Century City Constellation and continue to the Westwood/Veterans Administration (VA) Hospital campus, with stations at Westwood/UCLA and Westwood/VA Hospital.

The Project is the third and final section of the Purple Line to be designed and constructed as part of

Los Angeles County Metropolitan Transportation Authority's (Metro) Measure R and Measure M Programs. On August 21, 2018, the Federal Transit Administration (FTA) approved the Project's entry into the New Starts Engineering phase of FTA's Capital Investment Grant Program, and the Project received a Full Funding Grant Agreement (FFGA) on March 16, 2020.

The Project is being designed and constructed by two major design/build contracts: C1151 Tunnels and C1152 Stations, Trackwork, Systems, and Systems Integration Testing. The Federal Transit Administration issued two Letters of No Prejudice which allowed the two contracts to be awarded prior to receipt of the FFGA.

The recommended action to amend the LOP Budget for this phase of the Project is consistent with the approval actions taken by the Board in June 2018 that authorized the Chief Executive Officer to establish the LOP Budget for the C1151 Tunnels Contract, and in February 2019 that amended the LOP Budget to include the C1152 Contract. The funding plan is outlined in Attachment A.

DISCUSSION

When the LOP Budget was amended in February 2019, it included a budget of \$11.7 million for Concurrent Non-Full Funding Grant Agreement activities. This Board action will increase that budget by \$53 million to \$64.7 million. The projected breakdown of cost allocation is outlined in Attachment B.

The GSA expressed concerns of potential impacts that the Project may have on their campus once the Project commences construction and is in revenue service. Metro staff has worked diligently with the GSA staff to mitigate potential impacts.

As stipulated in the agreement with the GSA regarding the acquisition of real property rights, Metro is responsible for providing improvements to GSA's parking lot. These improvements are necessary to limit parking to authorized users since it is anticipated that the commencement of construction and revenue service may result in an increased demand for parking.

The VA parking structure to replace displaced VA parking by the Metro Project is already accounted for in the Full Funding Grant Agreement activities, and of the 809 VA parking structure spaces, 622 spaces are directly attributable to the displaced parking at VA's Lot 3 and Lot 42 for the final footprint of the parking structure and the Westwood/VA Station. The remaining 187 surface lot parking spaces are deemed unusable as functional parking spaces after construction completes.

The increase in the loss of business goodwill reflects LACMTA's obligation to compensate loss of goodwill associated with the full or partial relocation of businesses. While the relocations have been completed, the businesses have a right to submit a loss of goodwill claim up to 3 years from LACMTA's written notice of substantial completion of the Project. The budget increase is necessary to compensate the businesses should a loss of business goodwill claim be filed due to either the displacement and/or LACMTA's construction of the Project in the manner proposed.

The addition of a hi-rail vehicle storage area in the tail track will significantly reduce transit service delays by reducing hi-rail trips back to the B & D Line Yard (Division 20), which is 17 miles away from

the tail track area. The storage area will also allow hi-rail vehicles to be turned around to drive back to the yard normally. This will eliminate having to operate hi-rail vehicles abnormally, in reverse for the entire duration back to the yard. In addition, it provides for storage for failed hi-rail vehicles and reduces revenue service disruptions when hi-rail vehicles need to be deployed to the west end of the Metro D Line.

Contingency has been added to address future changes that are not eligible for FFGA funding.

Considerations

The recommended action to amend the LOP Budget for this phase of the Project is consistent with the approval actions taken by the Board in June 2018 that authorized the Chief Executive Officer to establish the LOP Budget for the C1151 Tunnels Contract, and in February 2019 that amended the LOP Budget to include the C1152 Contract.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

The FY23 Budget includes \$394,197,742 in project 865523 Westside Purple Line Extension Section 3 and in Cost Center 8510 (Construction Project Management). If additional funds are required in FY23, the project team will coordinate with OMB to identify additional budget.

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended action are Measure R 35% Transit Capital which is not Subregional Equity Program fund nor eligible for operating costs. Federal funds are not considered for this LOP increase as the contemplated expenditures are Non-FFGA activities.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. The project cost, prior to the proposed cost increase, is included and funded in the 2020 Long Range Transportation Plan Financial Forecast. With respect to the \$53,000,000 increase, Attachment C shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Board policy, Metro staff has evaluated potential offsetting cost reductions, including value engineering, shorter segment, and reductions to other Metro projects in the corridor and subregion, and has determined these are not feasible, and that additional local funding

resources, which are to be considered prior to Metro's countywide funding, are potentially available. The Policy analysis recommends the use of \$53,000,000 of additional and accelerated New Starts, which will make available an equal amount of Measure R Transit 35% for the proposed \$53,000,000 LOP budget increase.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment C provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding, and the Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

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

EQUITY PLATFORM

This board report action will benefit the more than 5,000 employees of the South Veterans Administration (VA) campus as well as the thousands of daily patients and visitors who travel to these facilities each day. Ultimately, the Westside Purple Line Extension Section 3's VA Station will provide transit access to the VA and another mobility option for employees, patients, and other visitors. While the project will displace some of the VA's existing parking spaces, this action will allow the replacement of the displaced parking spaces with a brand-new parking structure that includes an additional 187 parking spaces. The additional parking will make it easier to access services and work locations, and for those who cannot or may not switch to transit once the station is constructed, including people with disabilities.

The Metro Purple Line Extension (PLE) Community Relations team has conducted sixteen community meetings with the VA community since 2018. The Community Relations team has also joined Metro Art with on-campus outreach to Veteran Artists during ten workshops, the VA Art Festival, and the VA Stand Down event. In addition to regularly scheduled quarterly community meetings focused on construction, the Community Relations team communicates with VA management and VA residents on a weekly basis. These communications include construction look-aheads, with details about what to expect from future impacts. In addition to these weekly written communications, Metro has regularly scheduled meetings with VA staff multiple times a week to discuss various impacts of construction and implementation. These interactions help both sides understand needs and mitigations.

According to the 2019 U.S. Census there were an estimated 243,871 civilian U.S. military veterans living in Los Angeles County, making it the second largest civilian veteran population in any county. Many of these veterans rely on healthcare and other human services provided by the VA Greater Los Angeles Healthcare System and its affiliated facilities. Combined with the 5,000 employees of the VA medical system, this makes for a community of people who would benefit greatly from added parking facilities. Once complete, the Westside Purple Line Extension Section 3 will provide a sustainable transportation option for VA employees and patients in addition to driving. VA employees and

patients will also benefit from the cleaner environment and reduced traffic on their path of travel to the VA campus.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The Board may choose to not move forward with amending the LOP Budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule.

NEXT STEPS

Upon approval by the Board, the LOP Budget will be amended accordingly per the Recommendation.

ATTACHMENTS

Attachment A - Funding/Expenditure Plan

Attachment B - Projected Breakdown of Cost Allocation for \$53 million

Attachment C - Measure R and Measure M Unified Cost Management Policy Analysis

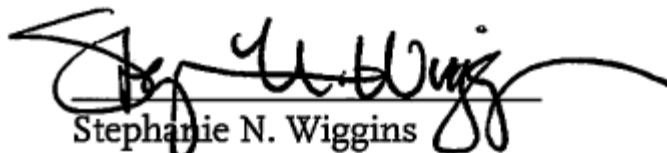
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
Westside Purple Line Extension Section 3 Project
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project 865523	Prior LOP (02/21/2019)	Current LOP Forecast (5/23/2023)	Prior Spent	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	Total	% of Total
Uses of Funds													
Construction	1,738.3	2,087.0	808.6	311.4	237.2	290.9	259.7	124.2	55.1	-	-	2,087.0	63.7%
Right-of-Way	466.9	211.9	57.4	19.6	116.5	9.1	3.8	0.8	2.0	2.0	0.5	211.9	6.5%
Vehicles	38.1	43.8	-	-	9.6	11.3	10.1	7.8	5.0	-	-	43.8	1.3%
Professional Services	504.5	579.0	275.6	53.7	71.9	54.3	54.1	52.3	17.1	0.0	-	579.0	17.7%
Project Contingency	464.1	290.2	-	0.5	-	2.7	3.6	84.4	80.7	64.4	53.7	290.2	8.9%
Section 3 LOP Budget (FFGA) Subtotal:	3,211.9	3,211.9	1,141.7	385.0	435.1	368.3	331.4	269.7	159.9	66.5	54.3	3,211.9	98.02%
Concurrent Non-FFGA Activities													
Sitework & Special Condition (Incl Add 'l Parking Spaces for VA + GSA)	6.0	30.8	-	-	3.9	11.7	12.6	2.7	-	-	-	30.8	0.94%
ROW Acquisition (Loss of Business Goodwill)	1.0	5.0	-	-	-	2.2	2.2	0.6	-	-	-	5.0	0.15%
Professional Services (Artwork)		2.5	0.1	0.5	0.5	0.5	0.5	0.5	0.1	-	-	2.5	0.08%
Professional Services (Public Relations)	3.6	2.0	0.0	-	0.5	0.5	0.5	0.5	0.1	-	-	2.0	0.06%
Professional Services		8.8	1.0	0.4	5.2	1.4	0.4	0.2	0.2	-	-	8.8	0.27%
Planning / Environmental	1.1	0.9	0.9	-	-	-	-	-	-	-	-	0.9	0.03%
Contingency for Concurrent Non-FFGA Activities		14.7	-	-	-	-	4.5	3.4	3.9	1.9	0.9	14.7	0.45%
Concurrent Non-FFGA Subtotal:	11.7	64.7	1.9	0.9	10.0	16.2	20.6	7.9	4.3	1.9	0.9	64.7	1.98%
Total Project Cost	3,223.6	3,276.6	1,143.6	386.0	445.1	384.5	352.1	277.5	164.2	68.5	55.2	3,276.6	100.00%
Sources of Funds													
Federal 5309 New Starts	1,300.0	1,300.0	572.0	250.0	100.0	100.0	100.0	100.0	78.0	-	-	1,300.0	39.7%
Section 5309 New Starts - Amendment	59.6	59.6	-	-	59.6	-	-	-	-	-	-	59.6	1.8%
Section 5309 New Starts - American Rescue Plan Act of 2021	93.4	93.4	93.4	-	-	-	-	-	-	-	-	93.4	2.9%
Federal RSTP	93.0	93.0	-	-	-	-	93.0	-	-	-	-	93.0	2.8%
Federal CMAQ	45.0	45.0	22.6	-	-	-	-	22.4	-	-	-	45.0	1.4%
Local Agency	96.4	96.4	-	-	96.4	-	-	-	-	-	-	96.4	2.9%
TCRP	10.0	10.0	10.0	-	-	-	-	-	-	-	-	10.0	0.3%
Measure R 35%	500.1	553.1	30.4	-	220.6	64.4	73.3	43.4	66.4	54.6	-	553.1	16.9%
Measure M 35%	994.2	994.2	415.2	136.0	189.1	64.0	62.8	81.8	42.7	2.0	0.5	994.2	30.3%
State RIP	31.8	31.8	-	-	-	-	31.8	-	-	-	-	31.8	1.0%
Total Project Funding	3,223.6	3,276.6	1,143.6	386.0	445.1	384.5	352.1	277.5	164.2	68.5	55.2	3,276.6	100.00%

ATTACHMENT B

WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT

Projected Breakdown of Cost Allocation for \$53 Million

Amount	Description
\$27,300,000	Construction <ul style="list-style-type: none">○ Additional non-FFGA eligible parking spaces for the VA Hospital parking structure○ General Services Administration (GSA) parking lot improvements (betterments)○ Hi-rail vehicle storage in the tail track area
\$ 4,000,000	Right-of-Way <ul style="list-style-type: none">○ LACMTA's obligation to compensate loss of goodwill associated with the full or partial relocation of businesses. The budget increase is necessary to compensate the businesses should a loss of business goodwill claim be filed.
\$ 7,000,000	Professional Services <ul style="list-style-type: none">○ Metro Staff costs to support non-FFGA activities○ Design to accommodate hi-rail vehicle storage in the tail track area
\$ 14,700,000	Unallocated Project Contingency Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases
\$53,000,000	Total Increase

ATTACHMENT C

Westside Purple Line Extension Section 3 Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Westside Purple Line Extension Section 3 Project (the Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board in February 2019 at \$3,223,623,255. The Project is subject to the Policy analysis now due to a proposed \$53,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2027. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The Project cost increase is due to required improvements to the General Services Administration parking lot and loss of business goodwill for properties at a future Metro station entrance. The scope of the Project has been defined as part of the previously awarded stations and tunneling design-build contracts. Any scope modifications would require renegotiation of the scope, which does not have a certainty of success and may delay the progress of activities. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure R and Measure M funding and is allocated, prior to this LOP increase, \$500,125,229 of the total \$4,074,000,000 of funding that is identified for the “Westside Subway Extension” in the Measure R sales tax ordinance Expenditure Plan, and all of the \$994,251,000 of funding that is identified for the “Westside Purple Line Extension Section 3” in the Measure M Expenditure Plan.

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

Subregional Programs

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Westside subregion. The Measure M Expenditure Plan includes \$160,000,000 for the Westside SEP. The SEP funds are programmed beginning in FY 2043 in the Long Range Transportation Plan Financial Forecast due to limited financial capacity. Staff has previously recommended that the South Bay and Central City Area subregions allocate a portion of the SEP to address a \$90,000,000 cost increase on the Crenshaw/LAX Transit Project, and the San Gabriel Valley subregion allocate \$126,000,000 for Gold Line Foothill 2B. Metro staff has also recommended that the Central City Area and Westside Cities subregions use the SEP to reimburse \$84,571,156 for a Westside Extension Section 1 cost increase. However, motion #2021-0435 from June 2021 states that, henceforth, the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions

The City of Los Angeles has Project stations and is expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and requirement in the Measure M ordinance. The city is generally not responsible for cost increases to the Project and the 3% contribution is not considered a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles. The city will receive an estimated \$3.8 billion of local return over the ten-year period FY 2023 to FY 2032 that is eligible for transit use and could contribute a portion to the Project (not adjusted for any negative impact to countywide sales tax due to the current global pandemic). However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not

support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the WSE Section 2 and Section 3 projects \$1.187 billion and \$1.3 billion respectively through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on Section 2 and 3 by a combined \$151,855,538. In January 2023, the FTA granted an additional \$59,583,554 of New Starts funding for Section 3. In addition, through federal budgetary action, FTA has accelerated the Section 3 New Starts funding by \$221,983,701 in comparison to the scheduled payments in the Full Funding Grant Agreement. The increase and acceleration in New Starts can make Measure R funding available to address the cost increase on the Project. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

Value Engineering

The Project cost increase is due to required improvements to the General Services Administration parking lot and loss of business goodwill for properties at a future Metro station entrance. The scope of the Project has been defined as part of the previously awarded stations and tunneling design-build contracts. Value engineering for cost savings may require renegotiation of the scope, which does not have a certainty of success and may delay the progress of activities. Because of this, we recommend moving to the next step.

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

The city and subregion have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in section "Subregional Programs."

The city also receives funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the city chooses to terminate an existing project, and all other projects are moving through their respective development process.

The subregion receives Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, and Lincoln Blvd BRT. These projects have not completed or have not started their respective environmental process and it is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are programmed for other uses in Metro's 2020 Long Range Transportation Plan financial forecast, during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding are limited due to the restriction on the use of Proposition A and C for the Project and include General Fund and Lease Revenues. These countywide sources are not sufficient to address the cost increase.

State and Federal Funding (Formula)

Metro receives quasi-formula funding through the Congestion Mitigation & Air Quality Program (CMAQ), Regional Improvement Program (RIP), Local Partnership Program (LPP) and Surface Transportation Block Grant Program (STBGP) (Formerly RSTP). The approved funding plan, prior to the current LOP increase, includes \$45 million of CMAQ, \$31.8 million of RIP, and \$93 million of STBGP funding. This is considered regional funding as it can be applied countywide to both transit and highway spending. There is currently no capacity in the RIP or LPP. The RIP has been allocated to projects submitted in Metro's RTIP and the next cycle of the LPP is planned to be used for other purposes. There is estimated capacity to program additional CMAQ and STBGP to the Project and could be considered if the recommended use of Measure R is not approved. CMAQ is also eligible for transit operations and the maximum eligible amount of CMAQ is currently programmed for planned new Metro rail projects.

Recommendation

Metro staff recommends the use of \$53,000,000 of additional and accelerated New Starts, which will make available an equal amount of Measure R Transit 35% for the proposed \$53,000,000 LOP budget increase.

Board Report 2020-0829

June 2023

Life of Project (LOP) Increase

Westside Purple Line Extension – Section 3

RECOMMENDATION

Amending the Life of Project (LOP) budget by \$53,000,000

Current LOP: \$3,223,623,256

Revised LOP: \$3,276,623,256

DISCUSSION

- PLE 3 LOP approved in February 2019, with several project components not yet finalized
- These components are funded outside of the Full Funding Grant Agreement, requiring additional funding.
- Additional funding primarily includes the following activities:
 - GSA improvements to an existing parking lot.
 - VA parking spaces for displaced parking due to the Westwood/VA Hospital station.
 - Right-of-Way loss of Business Goodwill.
 - The addition of hi-rail vehicle storage at the end of the Metro D Line.



Westside Purple Line Extension – Section 3

VA PARKING STRUCTURE

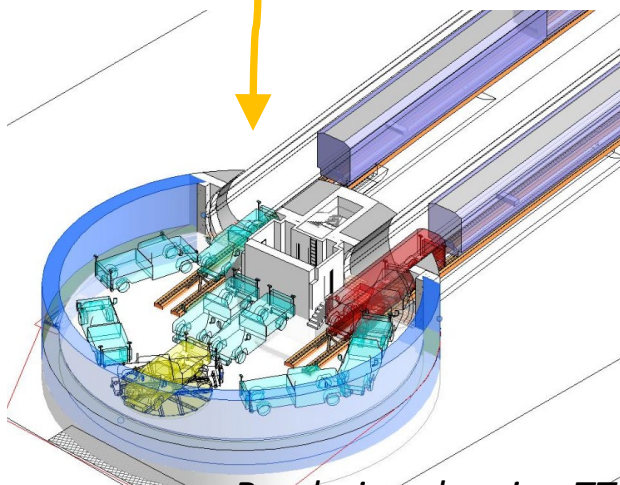
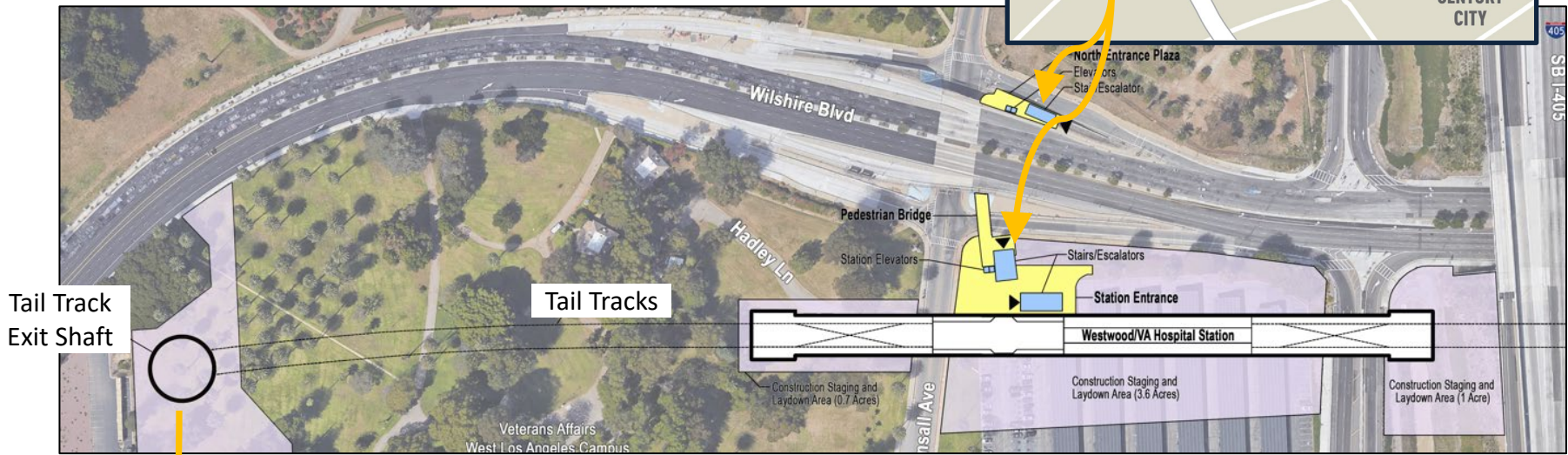


Plan View of the VA Campus South of Wilshire Blvd

Westside Purple Line Extension – Section 3

HI-RAIL VEHICLE STORAGE

- The addition of hi-rail vehicle storage in the tail track area will significantly reduce transit service delays.

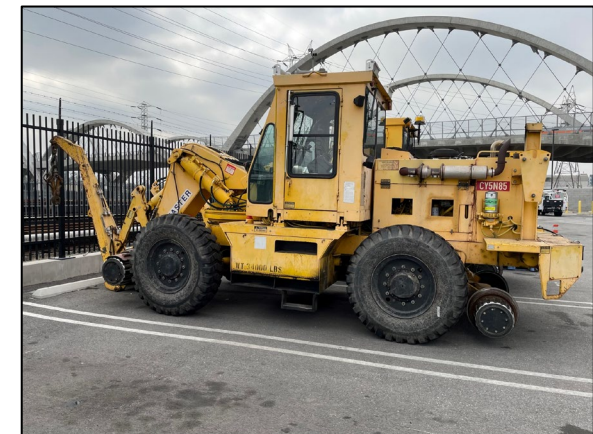


Metro

Rendering showing TTES with Hi-Rail Storage



Hi-Rail Vehicle



Hi-Rail Vehicle



Board Report

File #: 2023-0088, **File Type:** Informational Report

Agenda Number: 29.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 15, 2023**

SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS

ACTION: APPROVE NOMINATIONS

RECOMMENDATION

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

ISSUE

Each Metro Service Council (MSC) is comprised of nine Representatives that serve terms of three years; terms are staggered so that the terms of three of each Council's nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The Gateway Cities, San Fernando Valley, and Westside Central Service Councils also have vacancies created by Councilmembers who have resigned or are resigning prior to the end of their current terms.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. All route and major service changes that are approved by the MSC will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

DISCUSSION

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve for the three-year term specified below; one nominee is being appointed to complete the term of a Councilmember who had to resign prior to the end of his term. The Gateway Cities Council of Governments has requested that this nominee be appointed to complete the current term and the subsequent three-year term of July 1, 2024 - June 30, 2027. A brief listing of qualifications for the new nominees and the nomination letters from the nominating authorities are provided in Attachments A and B.

For your reference, the 2021 American Community Survey demographics and 2019 Metro Ridership Survey demographics for each region are compared to the membership, should these nominees be appointed, for each region.

Gateway Cities

- A. Maria Davila, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term: July 1, 2023 - June 30, 2026

- B. Samuel Peña, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term: July 1, 2023 - June 30, 2026

- C. Mary Zendejas, New Appointment
Nominated by: Gateway Cities Council of Governments
Term: July 1, 2023 - June 30, 2026

- D. Raul Añorve, New Appointment
Nominated by: Gateway Cities Council of Governments
Term: July 1, 2021 - June 30, 2024, and July 1, 2024 - June 30, 2027

Should these nominees be appointed, the Gateway Cities (GWC) Service Council membership will compare to the region and the region’s ridership as follows:

Region Demographics	Hispanic	White	Asian/Pacific Islander	Black	Native American	Other
GWC Council Region	64.6%	14.6%	9.4%	7.9%	0.2%	2.2%
GWC Region Ridership	66%	6%	3%	21%	0%	4%
GWC Membership/No.	77.7% / 7	11.1% / 1	0% / 0	0% / 0	0% / 0	11% / 1

The gender makeup of the GWC Service Council will be as follows:

Gender	GWC Membership/No.	Los Angeles County
Male	44.4% / 4	49.7%

Female	55.5% / 5	50.3%
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San Fernando Valley

- E. Erin Nash, Re-Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2023 - June 30, 2026

- F. Perri Sloane Goodman, Re-Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2023 - June 30, 2026

- G. Rudy Trujillo, New Appointment
Nominated by: Cities of Burbank, Glendale, and San Fernando
Term: July 1, 2023 - June 30, 2026

Should these nominees be appointed, the San Fernando Valley (SFV) Service Council membership will compare to the region and the region’s ridership as follows:

Region Demographics	Hispanic	White	Asian/Pacific Islander	Black	Native American	Other
SFV Council Region	41.3%	40.1%	11.0%	3.7%	0.2%	3.7%
SFV Region Ridership	63%	13%	9%	9%	1%	5%
SFV Membership/No.*	50% / 4	37.5% / 3	0% / 0	12.5% / 1	0% / 0	0% / 0

The gender makeup of the SFV Service Council with the above listed nominees and the current vacancy will be as follows:

Gender	SFV Membership/No.*	Los Angeles County
Male	75% / 6	49.7%
Female	25% / 2	50.3%

There will remain one vacant seat on this Council to be nominated by Third District Supervisor/Board Director Lindsey P. Horvath. The vacant seat has a term of July 1, 2022 - June 30, 2025 and will be vacated upon the current Councilmember’s resignation as of June 30, 2023.

San Gabriel Valley

- H. John Harrington, Re-Appointment
Nominated by: Cities of Alhambra, South Pasadena, San Gabriel, and San Marino
Term: July 1, 2023 - June 30, 2026

- I. Gary Floyd, Re-Appointment
Nominated by: Cities of Pasadena, Sierra Madre, La Cañada Flintridge
Term: July 1, 2023 - June 30, 2026

- J. Alex Gonzalez, Re-Appointment
 Nominated by: San Gabriel Valley Council of Governments
 Term: July 1, 2023 - June 30, 2026

Should these nominees be appointed, the San Gabriel Valley (SGV) Service Council membership will compare to the region and the region’s ridership as follows:

Race	Hispanic	White	Asian/Pac Isl	Black	Native Amer	Other
SGV Council Region	49.6%	16.3%	28.4%	3.0%	0.2%	2.4%
SGV Region Ridership	67%	8%	13%	8%	1%	4%
SGV Membership/ No.	55.5% / 5	33.3% / 3	11.1% / 1	0% / 0	0% / 0	0% / 0

The gender makeup of the SGV Council will be as follows:

Gender	SGV Membership/No.	Los Angeles County
Male	77.7% / 7	49.7%
Female	22.2% / 2	50.3%

South Bay Cities

- K. David Mach, Re-Appointment
 Nominated by: South Bay Cities Council of Governments
 Term: July 1, 2023 - June 30, 2026

- L. Melissa Molina, New Appointment
 Nominated by: South Bay Cities Council of Governments
 Term: July 1, 2023 - June 30, 2026

- M. Bob Wolfe, Re-Appointment
 Nominated by: South Bay Cities Council of Governments
 Term: July 1, 2023 - June 30, 2026

Should these nominees be appointed, the South Bay Cities (SBC) Service Council membership will compare to the region and the region’s ridership as follows:

Region Demographics	Hispanic	White	Asian/Pacific Isl	Black	Native Amer	Other
SBC Region	44.6%	21.6%	13%	17%	0.2%	3.7%
SBC Region Ridership	64%	5%	6%	22%	1%	3.7%
SBC Membership/No.	33% / 3	33% / 3	11% / 1	22% / 2	0% / 0	0% / 0

The gender makeup of the South Bay Cities Service Council will be is as follows:

Gender	SBC Membership/No.	Los Angeles County
Male	66.6% / 6	49.7%
Female	33.3% / 3	50.3%

Westside Centra

- N. Desa Philadelphia, Re-Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2023 - June 30, 2026

- O. David Feinberg, Re-Appointment
Nominated by: Westside Cities Council of Governments
Term: July 1, 2023 - June 30, 2026

- P. Dan Wentzel, New Appointment
Nominated by: Third District Supervisor Lindsey P. Horvath
Term: July 1, 2023 - June 30, 2026

Should these nominees be appointed, the Westside Central Cities (WSC) Service Council membership will compare to the region and the region’s ridership as follows:

% Region Total	Hispanic	White	Asian/Pac Isl	Black	Native Amer	Other
WSC Council Region	42.4%	30.8%	13.5%	9.5%	0.2%	3.6%
WSC Region Ridership	66%	7%	7%	16%	1%	4%
WSC Membership/No.	42.8% / 3	28.5% / 2	14.2% / 1	14.2% / 1	0% / 0	0% / 0

The gender makeup of the Westside Central Cities Service Council will be as follows:

Gender	WSC Membership/No.	Los Angeles County
Male	57.1% / 4	49.7%
Female	42.8% / 3	50.3%

There will remain two vacant seats on this Council:

- One seat to be nominated by Second District Supervisor/Board Director Holly J. Mitchell with a term of July 1, 2023 - June 30, 2026. The previous Councilmember resigned from the Council in March 2023.

- One seat to be nominated by Los Angeles Mayor Karen Bass with a remaining term of July 1, 2021 - June 30, 2024. The previous Councilmember resigned from the Council in March 2023.

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

EQUITY PLATFORM

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals that will closely reflect the region and its ridership, staff shares regional ridership demographics, regional resident demographics and Service Council membership race/ethnicity and gender demographics with each request for a nomination to the Service Councils. This practice has resulted in the Service Councils becoming much more diverse in terms of both race/ethnicity and gender over the last several years. However, approximately half of LA County residents and Metro riders are women; there is work to be done to achieve gender equity on some of the Service Councils. Staff will continue to share demographic information and encourage nominating authorities to give weight to gender equity when considering individuals for nomination.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having less diverse representation of their respective service areas.

NEXT STEPS

Staff will work with the nominating authorities to fill the outstanding vacancies.

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

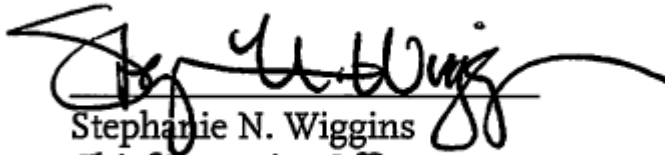
ATTACHMENTS

Attachment A - Nominees Listing of Qualifications

Attachment B - Nomination Letters

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Raul Añorve, Nominee to Gateway Cities Service Council



Commissioner Añorve is a member of Long Beach Transit (LBT) Board of Directors. He has been an active community member by previously serving on the City of Long Beach's Citizens Police Complaint Commission, and Grants Committee Panel for the Arts Council of Long Beach. He was also a Fellow with the Equality California Leadership Program. Mr. Añorve works as a Paralegal for the Los Angeles City Attorney's Office, Safe Neighborhoods & Gang Division. He is a Long Beach Transit customer, a graduate of Leadership Long Beach, and was inducted into the Equality Plaza at Harvey Milk Park in Downtown Long Beach for his work surrounding LGBTQ causes.

Mary Zendejas, Nominee to Gateway Cities Service Council



Mary Zendejas was elected to the Long Beach City Council and sworn into office on December 3, 2019. She is the first Latina wheelchair user to be elected to office in the nation. As an infant, she was diagnosed with polio. Her family immigrated to the U.S. when she was 3 years old in pursuit of better opportunities and medical care. Ms. Zendejas began using a wheelchair while in high school. The daughter of a field hand and factory worker, Mary earned an undergraduate degree in communication studies from California State University, Long Beach (CSULB) and became the first in her family to graduate from college.

Ms. Zendejas is also the founder and Executive Director of Professional Abilities Association of America, an organization created for and by working professionals with disabilities which advocates for better treatment of people with disabilities in the workplace. She also started MAPS 2 College, a mentoring program at CSULB that assists students with special needs in their transition from high school to college. She is a former board member of Housing Long Beach, a tenant's rights group, a former member of the Long Beach Transit Board of Directors, a Board member of the Disabled Resource Center., a two-time graduate of Leadership Long Beach, and served as a member of Mayor Robert Garcia's Transition Team. Mary is also currently a board member of several local non-profits and advocacy organizations.

Pastor Rudy Trujillo



Pastor Rudy Trujillo has served as a Transportation & Public Safety Commissioner for the City of San Fernando since 2012, and as Pastor of Faith Center San Fernando since 1990.

He has also worked with Los Angeles City's (GRYD) Gang Reduction Youth Development as a Case Manager (2007-2019), the Los Angeles County's (DYD) Department of Youth Development Diversion and most recently, with Cal OES Violence Recovery Program. The mission of the program is to provide financial assistance and support to victim service providers to ensure all victims of crime in California receive the services they need, and create programs that are trauma-informed and victim centered. Last but not least, Pastor Trujillo worked as a Metro Bus Operator from 1991-1996 which provided him with firsthand knowledge of the transportation industry.

Melissa Molina, Nominee to South Bay Cities Service Council



Melissa Molina has managed the Rideshare Program at Los Angeles World Airports (LAWA) since July 2019 and has run the LAX Transportation Management Organization (TMO), commuteLAX, since 2021. She directs the Employee Transportation Benefits Programs and leads congestion reduction outreach at Los Angeles International Airport (LAX), which includes telecommute, mass transit, vanpool, carpool, biking, and walking programs that serve approximately 22,000 active commuters from over 167 businesses at LAX. As part of LAWA's Mobility Working Group, she advocates for new mobility initiatives to support our mobility vision, mission and values to improve traffic and congestion at the airport and to help move employees to

and through the airport in a sustainable way. She also oversees the Inglewood Iride program for LAWA, a free on-demand micro-transit service that reduces nearly 600 employee commute trips on a weekly basis.

Ms. Molina has served on the Board of Directors of the Southern California Chapter of the Association for Commuter Transportation (ACT) since 2014 and as the Board Secretary from 2015 to present. Ms. Molina has a Bachelor of Arts degree in History from California State University, Fullerton and is an AQMD-certified Employee Transportation Coordinator (ETC).

Dan Wentzel, Nominee to Westside Central Service Council



Dan Wentzel is an actor, writer, self-described mystic, gay pride activist, and public transit advocate living in Southern California. Mr. Wentzel has served as the Advocacy and Communications Coordinator of the AJC (American Jewish Committee) since 2008. He is the author of a public transit issues blog (ridethepinkline.blogspot.com) and has served as a member of the City of West Hollywood's Transportation Commission, since 2015. He served as Chair from Chair 2017-2018.

Mr. Wentzel is a member of SAG-AFTRA. An avid cyclist, he has also served as a Training Ride Leader, and Team Co-Captain Cyclist for AIDS/LifeCycleAIDS/LifeCycle since 2012. Mr. Wentzel holds a Bachelor of Arts degree in Drama / Political Science from UC Santa Barbara, and a Master of Public Administration degree in urban policy from Columbia University School of International and Public Affairs.

APPOINTING AUTHORITY NOMINATION LETTERS

Gateway Cities Service Council

SOUTHEAST LOS ANGELES COUNTY

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerace

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Habra Heights

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill


South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

May 5, 2022

Ms. Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Wiggins:

Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Board of Directors of the Gateway Cities Council of Governments has nominated three elected officials to fill 3 seats expiring on June 30, 2023, and one (1) seat expiring June 30, 2024.


At its regularly scheduled meeting of May 3, 2023, the Gateway Cities Council of Governments Board of Directors nominated the following applicants:

- Council Member Maria Davila, a current member of the Council;
- Council Member Mary Zendejas, City of Long Beach, a new applicant;
- Sam Pena, a current member of the Council; and
- Raul Anorve, a community member and new applicant from Long Beach. Raul will fill the vacancy expiring June 30, 2024, and will also serve the subsequent term expiring June 30, 2027.

A copy of the nominee’s applications is enclosed.

We would appreciate your assistance in agendizing the nominations for confirmation by the MTA Board of Directors at the next regularly scheduled meeting.

Sincerely,



Nancy Pfeffer
Executive Director

Enclosure

Cc: Ms. Dolores Ramos, Sr. Administrative Analyst, Regional Service Councils

16401 Paramount Boulevard ■ Paramount, California 90723 ■ phone (562) 663-6850 fax (562) 634-8216
www.gatewaycog.org

San Fernando Valley Service Council



CITY COUNCIL

MAYOR
CELESTE T. RODRIGUEZ

March 27, 2023

VICE MAYOR
MARY MENDOZA

Board of Directors

COUNCILMEMBER
JOEL FAJARDO

Metro San Fernando Valley Service Council
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza

COUNCILMEMBER
CINDY MONTAÑEZ

Los Angeles, CA 90012

COUNCILMEMBER
MARY SOLORIO

SUBJECT: Nomination of Pastor Rudy Trujillo to serve on the Metro San Fernando Valley Service Council Board of Directors

Dear Members of the Board of Directors:

The San Fernando City Council has approved the nomination and endorsement of Pastor Rudy Trujillo to serve as a representative to the Board of Directors of the Metro San Fernando Valley (SFV) Service Council. We understand that the Board of Directors will consider nominees at their June 22, 2023 Board meeting to replace the current representative, Robert Gonzales. The newly appointed representative will serve for the term of July 1, 2023 through June 30, 2026.

Pastor Trujillo currently serves as a Transportation & Public Safety Commissioner for the City of San Fernando with extensive experience in public safety that includes valuable expertise with his background as a former bus operator with Metropolitan Transportation Authority. As Pastor Trujillo's appointing authority, San Fernando is proud to endorse his election to the Metro San Fernando Valley Service Council Board of Directors.

Sincerely,

Nick Kimball
City Manager

ADMINISTRATION
DEPARTMENT

117 MACNEIL STREET
SAN FERNANDO
CALIFORNIA
91340

Enclosure: Statement of Qualifications for Pastor Rudy Trujillo

OFFICE OF THE
CITY MANAGER
(818) 898-1202

PERSONNEL DIVISION
(818) 898-1220

WWW.SFCITY.ORG



KAREN BASS
MAYOR

April 27, 2023

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Ms. Erin Nash to serve as a representative on the San Fernando Valley Service Council, for a three year term ending on June 30, 2026. Ms. Nash's current term will expire on June 30, 2023. Her bio is attached.

I certify that in my opinion Ms. Nash is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment





KAREN BASS
MAYOR

April 27, 2023

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Ms. Perri Sloane Goodman to serve as a representative on the San Fernando Valley Service Council, for a three year term ending on June 30, 2026. Ms. Goodman's current term will expire on June 30, 2023. Her bio is attached.

I certify that in my opinion Ms. Goodman is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:tga

Attachment



200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG



San Gabriel Valley Service Council



February 21, 2023

OFFICERS

President
Becky Shevlin

1st Vice President
Tim Hepburn

2nd Vice President
Ed Reece

3rd Vice President
April Verlato

MEMBERS

Alhambra
Arcadia
Azusa
Baldwin Park
Bradbury
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Industry
Irwindale
La Cañada Flintridge
La Puente
La Verne
Monrovia
Montebello
Monterey Park
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
San Marino
Sierra Madre
South El Monte
South Pasadena
Temple City
Walnut
West Covina
First District, LA County
Unincorporated Communities
Fourth District, LA County
Unincorporated Communities
Fifth District, LA County
Unincorporated Communities
SGV Water Districts

Ms. Dolores Ramos
Manager, Regional Service Councils
1 Gateway Plaza, MS 99-7-2
Los Angeles, CA 90012

RE: Metro's San Gabriel Valley Service Council Representative

Dear Ms. Ramos:

At their February 16, 2023 meeting, the San Gabriel Valley Council of Governments' Governing Board appointed Alex Gonzalez to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2023 – June 30, 2026.

Should you have any questions, please feel free to contact me at mcreter@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Alex Gonzalez

San Gabriel Valley Council of Governments
1333 S. Mayflower Avenue, Suite 360 Monrovia CA 91016



CITY OF SOUTH PASADENA

CITY MANAGER'S OFFICE
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: (626) 403-7210 • FAX: (626) 403-7211
WWW.SOUTHPASADENACA.GOV

April 30, 2023

Dolores Ramos
Manager
Regional Service Councils
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Nomination for the Metro San Gabriel Valley Service Council

The City of South Pasadena nominates the Incumbent Councilmember John Harrington for the July 1, 2023 - June 30, 2026 term of the Metro San Gabriel Valley Service Council.

Sincerely,

Arminé Chaparyan
City Manager
City of South Pasadena





OFFICE OF THE CITY MANAGER

May 17, 2023

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as the nomination to reappoint Gary Floyd to serve as the representative for the Cities of La Canada Flintridge, Pasadena, and Sierra Madre on the San Gabriel Valley Service Council for the term of July 1, 2023 - June 30, 2026.

The Cities of La Canada Flintridge and Sierra Madre have neither recommended an alternate nominee nor voiced objections to our nomination of Gary Floyd, and we are confident that Mr. Floyd's knowledge and experience will serve the San Gabriel Valley Service Council well.

Please let me know if you need any additional information. Thank you for your consideration.

Sincerely,

Miguel Márquez
City Manager

*City Hall • 100 N. Garfield Avenue • Pasadena, CA 91109
(626) 744-4333 • Fax (626) 744-4774*

South Bay Cities Service Council



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

April 28, 2023

The Honorable Ara Najarian, Chair
& Members of the Board
Los Angeles County
Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: Nominations for the Members of the South Bay Service Council

Dear Chair Najarian:

At their April 27th meeting, the South Bay Cities Council of Governments (SBCCOG) Board of Directors approved recommendations for appointments to the South Bay Metro Service Council. The Service Council has been extremely successful since its inception and the SBCCOG takes its responsibility to nominate members seriously.

Upon interviewing the candidates, the SBCCOG Board of Directors recommends the following nominees:

- David Mach (Incumbent), Transit Planning Manager for the City of Torrance
- Bob Wolfe (Incumbent), Transit Rider
- Melissa Molina, Rideshare Program Administrator for Los Angeles World Airports

We request that you agendize the appointment of these representatives as soon as possible so they can be seated in July 2023.

Should you have any questions, please feel free to contact SBCCOG Executive Director, Jacki Bacharach, at (310) 371-7222.

Sincerely,

A handwritten signature in black ink, appearing to read "John Cruikshank", with a long horizontal stroke extending to the right.

John Cruikshank
Chair, SBCCOG Board of Directors
Mayor Pro Tem, City of Rancho Palos Verdes

LOCAL GOVERNMENTS IN ACTION

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

Westside Central Service Council



KAREN BASS
MAYOR

April 27, 2023

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Ms. Desa Philadelphia to serve as a representative on the Westside/Central Service Council, for a three year term ending on June 30, 2026. Ms. Philadelphia's current term will expire on June 30, 2023. Her bio is attached.

I certify that in my opinion Ms. Philadelphia is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink that reads 'Karen Bass'.

KAREN BASS
Mayor

KB:tga

Attachment



200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG





Date: April 24, 2023
To: Dolores Ramos, Metro Administrator Regional Service Council
From: Winnie Fong, WSCCOG Project Director
CC: David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus
Subject: Westside Cities COG Nomination to the Metro Westside/Central Service Council
for David Feinberg (July 1, 2023 – June 30, 2026)

On April 20, 2023, the Westside Cities Council of Governments (WSCCOG) Board nominated David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus, to continue serving another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2023 and ending June 30, 2026. The WSCCOG Board voted unanimously to approve Mr. Gomez's nomination.

Attached, please find the agenda item with Gomez's letter of interest and qualifications. Please contact the WSCCOG Project Director Winnie Fong if you have any questions at winnie@estolanoadvisors.com or 213-612-4545.



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

821 Kenneth Hahn Hall Of Administration, Los Angeles, CA
90012 PHONE: 213-974-3333 | FAX: 213-625-7360

LINDSEY P. HORVATH
SUPERVISOR, THIRD DISTRICT

May 4, 2023

Collette Langston, Board Clerk
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Appointment of Mr. Dan Wentzel to Westside Central Service Council

Dear Ms. Langston:

It is my understanding that as a member of the Metro Board of Directors, I may appoint a member of the Westside Central Service Council. I would like to take this opportunity to appoint Mr. Dan Wentzel as my representative. Mr. Wentzel currently serves as a member of the City of West Hollywood Transportation Commission, is an active user of Metro bus and rail services, and is highly knowledgeable on a wide range of transportation issues.

Mr. Wentzel may be contacted at danwentzeljr@yahoo.com or (310) 413-8653. Should you need any additional information or assistance with this matter, please do not hesitate to contact my Transportation Deputy, Justin Orenstein. He can be reached at (213) 974-3333.

Sincerely,

Lindsey P. Horvath
Los Angeles County Supervisor, Third District
Member, Metro Board of Director

**EAST SAN FERNANDO VALLEY
DISTRICT OFFICE**
7555 Van Nuys Boulevard, Suite 1
Van Nuys, CA 91405

**WEST VALLEY/ MOUNTAIN COMMUNITIES
DISTRICT OFFICE**
26600 Agoura Road, Suite 100
Calabasas, CA 91302

**WEST/ METRO LA
DISTRICT OFFICE**
1645 Corinth Avenue, Suite 102
Los Angeles, CA 90025



Board Report

File #: 2023-0267, File Type: Contract

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 15, 2023

SUBJECT: ULTRA-LOW SULFUR AND RENEWABLE DIESEL FUEL

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

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

ISSUE

Metro has a fleet of tow trucks, tractors, hi-rail vehicles, emergency generators, and other non-revenue equipment used to support the maintenance of the bus and rail fleets. Facilities Maintenance uses specialized non-revenue vehicles to maintain the bus and rail infrastructure and perform light construction work. Materials Management operates heavy-duty, non-revenue equipment to transfer major components and subsystems between warehouses and bus and rail maintenance divisions. Diesel fuel is required for many of these support vehicles.

The award of this contract will ensure that bus, rail, non-revenue, and other support departments have an adequate supply of ultra-low sulfur diesel fuel and renewable diesel fuel for non-revenue vehicles, including tow trucks, tractors, hi-rail vehicles, emergency generators, and other diesel-fueled equipment.

BACKGROUND

Metro's medium and heavy-duty non-revenue vehicles that support the maintenance of the compressed natural gas bus fleet, rail vehicles, and the infrastructure that supports these vehicles primarily operate on ultra-low sulfur and renewable diesel fuels. These non-revenue vehicles are essential to support the daily operations of the bus and rail systems. They are used by maintenance departments to respond to accidents or incidents with buses and rail cars that occur on both surface streets and rail lines. The non-revenue vehicles also support construction and maintenance activities at bus and rail operating facilities.

Low sulfur diesel fuel is required for these vehicles until support vehicles can be replaced with either compressed natural gas or zero emission vehicles. Alternative fuel and zero emission medium and heavy-duty vehicles only recently became available for fleet operations. Metro is procuring compressed natural gas tow trucks and vault trucks to support bus maintenance and revenue collection activities. Metro will begin receiving these heavy-duty compressed natural gas trucks by the end of 2023.

Metro is committed to pursuing sustainable practices in bus and rail operations. The purchase of renewable diesel fuel supports this goal since low sulfur and renewable diesel fuel have lower emissions than standard diesel fuel. Metro currently operates seventy-seven non-revenue medium and heavy duty vehicles that use diesel fuel due to their duty cycles, including heavy-duty torque requirements for hauling and towing and fuel type restrictions for maintenance operations in rail tunnels. Metro will continue to require diesel fuel to operate these medium and heavy-duty vehicles until alternative fuel and/or zero emission vehicles are available to replace the diesel vehicles in the coming years. Based upon current trends, it is expected that conversion of medium and heavy duty vehicles to zero emission vehicles can be accomplished by 2035.

DISCUSSION

The award of this contract to AAA Oil, Inc. DBA California Fuels, and Lubricants will allow procurement of approximately 796,000 gallons of diesel fuel over a four-year period at prevailing Oil Price Information Service (OPIS) pricing. OPIS is a widely accepted fuel price index published daily to reflect current market prices in the Los Angeles area for petroleum products. OPIS is a private, independent company with no stake in fuel transactions and is not funded by the oil industry.

The use of an Indefinite Delivery/Indefinite Quantity Contract provides Metro with fuel on an as-needed basis at prevailing OPIS pricing with the application of state and federal taxes and fees associated with diesel fuel. The procurement projections in the bid documents are estimates only, and Metro has no obligation or commitment to order any or all of the diesel fuel estimated in the bid documents.

Metro is actively working towards transitioning the non-revenue fleet from standard diesel fuel to renewable diesel and alternative fuels to reduce its carbon footprint significantly. The use of ultra-low sulfur diesel, renewable diesel, and alternative fuel non-revenue vehicles will reduce greenhouse gas emissions while simultaneously promoting an environmentally responsible approach for operations.

Metro is also in the process of converting revenue and non-revenue fleets to zero emission vehicles. As zero emission medium and heavy-duty non-revenue vehicles become more readily available and the charging infrastructure is developed to support a zero emissions fleet, Metro will continue replacing diesel vehicles with zero-emission non-revenue vehicles. Based upon current trends, it is expected that conversion of the medium and heavy-duty vehicles to zero emission vehicles can be accomplished by 2035. Currently, ten compressed natural gas heavy-duty non-revenue vehicles and fifty-eight zero emission light-duty non-revenue vehicles are in procurement, along with ongoing procurements for zero emission electric buses. Hybrid and zero-emission non-revenue vehicles currently account for 40% of the total non-revenue vehicle fleet.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have an adequate supply of diesel fuel for the non-revenue vehicles used to support the bus, rail, facilities, and support departments focused on providing safe, clean, and reliable transportation services for Metro customers.

FINANCIAL IMPACT

Funding in the amount of \$830,864.89 is included in the FY24 budget in account 50405 Fuel Non-Rev. Equipment under multiple bus and rail cost centers. Since this is a multi-year Contract, the cost center managers and Chief Operations Officer will be responsible for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes Fares, Proposition A/C, Measure R/M, and Transportation Development Act. The proposed source of funding are operating eligible funds.

EQUITY PLATFORM

The benefits of this action are to ensure non-revenue vehicles have adequate fueling capacity to support the bus and rail fleet operations that serve Los Angeles County residents and disproportionately serve marginalized and vulnerable transit riders. The contract for diesel fuel used in non-revenue support vehicles helps to ensure clean, dependable, and safe bus and rail fleet services.

The Diversity and Economic Opportunity Department (DEOD) did not establish a DBE goal for this contract due to a lack of subcontracting opportunities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The contract for diesel fuel supports Strategic Goal 2.3: Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for internal and external customers. Diesel fuel is required for support vehicles used by Bus & Rail Operations, Facilities Maintenance, Rail Maintenance of Way, and other departments to support the various operations throughout the Metro transit system. These departments are focused on providing clean, safe, and reliable transportation services for all Metro customers.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract. This approach is not recommended due to the operational necessity of the support vehicles that make up the non-revenue fleet that rely on diesel fuel and must be kept in service to meet the agency's Operational support requirements and demands.

NEXT STEPS

Upon approval, staff will award Contract No. FY98248000 to AAA Oil, Inc. DBA California Fuels and

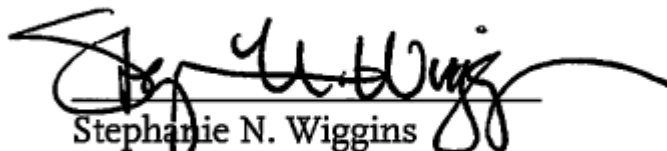
Lubricants to supply ultra-low sulfur diesel fuel and renewable diesel fuel for Metro's non-revenue fleet starting July 1, 2023.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Irina Conway, Chief Administrative Analyst, (213) 922-5934
Daniel Ramirez, Division Maintenance Superintendent (213) 922-5797
James Pachan, Senior Executive Officer, Bus Maintenance, (213) 922-5804
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



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT A

PROCUREMENT SUMMARY

**ULTRA-LOW SULFUR AND RENEWABLE DIESEL FUEL
CONTRACT NO. FY98248000**

1.	Contract Number: FY98248000	
2.	Recommended Vendor(s): AAA Oil, Inc.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 2/27/2023	
	B. Advertised/Publicized: 2/23/23, 2/27/23	
	C. Pre-Bid Conference: 3/6/23	
	D. Bids Due: 3/27/23	
	E. Pre-Qualification Completed: 4/12/23	
	F. Conflict of Interest Form Submitted to Ethics: 4/10/23	
	G. Protest Period End Date: 6/16/23	
5.	Solicitations Picked up/Downloaded: 13	Bids/Proposals Received: 4
6.	Contract Administrator: Lorretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Irina Conway	Telephone Number: (213) 922-5934

A. Procurement Background

This Board Action is to approve Contract No. FY98248000 for the procurement of Ultra-Low Sulfur and Renewable Diesel Fuel in support of Metro’s non-revenue fleet vehicles. Contract award is subject to resolution of any properly submitted protest.

The IFB was issued in accordance with Metro’s Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

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

- Amendment No. 1, issued on March 20, 2023, to update Metro’s scope of work, standard terms and conditions, and bid price form.

A total of four (4) bids were received on March 27, 2023.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. One bidder, Pinnacle Petroleum, Inc. rescinded their bid offer after bid opening due to past ordering issues on a previous contract for unleaded fuel. The other three (3) bids were deemed responsive and responsible to the IFB requirements.

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

C. Price Analysis

The recommended bid price from AAA Oil, Inc., has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE), historical purchases and selection of the lowest responsive and responsible bidder.

Bidder's Name	Total Bid Amount	Metro ICE
AAA Oil, Inc.	\$3,318,362.85	\$3,920,000.00
Mansfield Oil Company of Gainesville, Inc.	\$3,337,043.44	
SC Fuels	\$3,443,742.14	

D. Background on Recommended Contractor

The recommended firm, AAA Oil, Inc., is in Westminster, California and has been in the petroleum business since 2004. AAA Oil, Inc., is Metro's incumbent diesel fuel provider and has been performing satisfactorily. AAA Oil, Inc., has provided fueling and lubricants services to various agencies including Orange County Transportation Authority, North County Transit District, Metropolitan Water District of Southern California, Southern California Edison, and Kern High School District.

DEOD SUMMARY

**ULTRA-LOW SULFUR AND RENEWABLE DIESEL FUEL / CONTRACT NO.
FY98248000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to lack of subcontracting opportunities. AAA Oil, Inc. DBA California Fuels and Lubricant did not make a DBE commitment. It is expected that the firm will perform the services of this contract with their own workforce.

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0290, File Type: Contract

Agenda Number: 7.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 15, 2023

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

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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

ISSUE

The existing four (4) regional contracts provide combined services for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services per region.

To ensure continuity of maintenance services, two (2) new contract awards are required effective August 1, 2023, for trash and vegetation removal services throughout Metro's service area, restructured and split geographically into three (3) regions (Attachment C). One contract will provide services for Region 1, while the other contract will provide services for Regions 2 and 3 combined.

BACKGROUND

On September 17, 2015, the Metro Board of Directors awarded four (4) contracts for regions 1 through 4, to maintain Metro's service area split geographically into four (4) regions. Each contract provided combined services for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services.

On May 20, 2021, in lieu of new contract awards, Metro Operations, Safety, and Customer Experience Committee directed staff to extend the existing four (4) regional contracts on a month-to-month basis with the required additional authority to continue providing the critical maintenance services, survey small businesses to solicit feedback related to doing business with Metro and re-evaluate Metro's service area to further enhance competition and increase small business participation.

On June 24, 2021, the Metro Board of Directors approved recommendations for a new enhanced Medium-Size Business Enterprise (MSZ) Program and Small Business Enterprise (SBE) Program.

Based on staff's evaluation of Metro's service area and frequency levels, the input received from the small businesses survey conducted, and the new enhanced MSZ and SBE programs policy, revised solicitations were issued splitting Metro's service area into three (3) geographical regions. Each region will be maintained by three (3) service specific contracts for graffiti abatement, landscape and irrigation maintenance, and trash and overgrown vegetation removal services. These new contracts will replace the existing combined services contracts and will incorporate the addition of the Metro K line (Crenshaw/LAX) as well as the future stations, facilities, and locations for the Regional Connector, Rail to Rail, D line (Purple) Westside Extension, and L Line (Gold) Foothill Extension Phase 2B construction projects, as they become operational.

DISCUSSION

Under these new trash and overgrown vegetation removal services contracts, the contractor is required to provide general maintenance and clean-up services for Metro Rights-Of-Way (ROWs), facilities, parking lots, and parcel properties, clearing trash, illegal dumping, and removing overgrown vegetation.

Regular trash, bulky item, and overgrown vegetation removal services are essential for Metro facilities to ensure maintaining smooth operations, compliance with CPUC guidelines, providing safe and clean facilities, and enhancing customer experience systemwide. On a monthly basis, approximately 123 tons of trash and overgrown vegetation is removed from Metro ROWs, facilities, parking lots, and parcel properties, including approximately 15 tons of trash removed from an average of four (4) cleared homeless encampments.

While homelessness continues to pose a challenge to the Los Angeles region, Metro has taken a human-centered approach to addressing homelessness by dedicating resources to connect individuals to services and housing. Under these new contracts, following Metro's homeless

encampment clearing protocol, additional labor hours are included to ensure safe operations, timely response, and clean-up of homeless encampment sites.

The service frequencies for the new contracts have been adjusted, reflecting service increases from monthly to weekly for all stations, monthly to twice per month for parking lots and Caltrans P&R lots, and quarterly to every two months for active and inactive ROWs. Also, service levels have been evaluated and aligned based on site specific needs for Metro's divisions, terminals, and locations to ensure providing a clean and safe environment for Metro's patrons and staff.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure the continuity of maintenance services, meeting Metro maintenance standards while providing a proactive approach to maintenance needs and ensuring delivery of safe, clean, on-time, and reliable services systemwide.

FINANCIAL IMPACT

Upon Board approval of the FY24 budget, funding in the amount of \$11,625,779 for trash and overgrown vegetation removal services is included under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since these are multi-year contracts, the cost center manager, Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes operating eligible sales tax funding, including Propositions A/C, Measures R/M, and Transportation Development Act. These fund sources are eligible for bus and rail operations.

EQUITY PLATFORM

Regularly scheduled and as-needed trash and overgrown vegetation removal services contribute to improving bus and rail stations' cleanliness and providing a safe environment for Metro's patrons. Bus and Rail stations' cleanliness was identified as one of the top areas of concern in the 2020 Customer Experience survey conducted to develop the Metro Customer Experience Plan 2022 and the FY23 Metro Budget and assist with funds allocation for the FY23 budget.

Metro customers, Metro staff, and Transit Ambassadors can report cleanliness and maintenance issues through the Customer Relations numbers posted throughout the rail and bus system. Customers have the option of communicating with Metro in nine (9) different languages using our translation service. Metro also ensures translated signage is posted for those reporting cleanliness and maintenance issues on the Metro system.

As part of these solicitations, five (5) Systemwide Metro Connect Industry Forum Outreach events

were conducted; three (3) events were held in 2021 on October 20, October 27, and November 3, and two (2) in 2022 on July 13 and 27. During the outreach events, staff provided an overview detailing the new enhanced MSZ and SBE Programs policy for competitively negotiated procurements.

The Diversity and Economic Opportunity Department (DEOD) applied the Small Business Enterprise (SBE) Set Aside Program for Region 1 and established a 22% SBE goal and a 3% DVBE goal for Regions 2 and 3 under DEOD Medium Size Business Tier 2 Program. Urban Graffiti Enterprises, Inc is a Metro certified SBE firm and made a 100% SBE commitment as the Prime for Region 1, and Parkwood Landscape Maintenance, Inc. made a 24% SBE and a 3% DVBE commitment for Regions 2 and 3.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing ongoing scheduled and as-needed trash and overgrown vegetation removal services will ensure providing a safe and clean environment to our patrons along with accessibility, service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the recommendation to award the contracts. This is not recommended because the average hourly rate for the two (2) new contracts recommended for award is comparable to the existing trash and overgrown vegetation removal service hourly rate within the combined services contracts and is 9% below the independent cost estimate (ICE), therefore the recommended contract pricing is deemed fair and reasonable.

With the completion of a financial based insourcing/outsourcing study based on a quantitative and qualitative assessment, staff has analyzed insourcing/outsourcing options for trash and overgrown vegetation removal among other services. Based on the findings, trash and overgrown vegetation removal services are being considered for insourcing. Approving this recommendation to award the contracts will allow staff the time during the three-year base contract term to take the necessary steps for the planning, allocation of resources, training, acquisition of equipment and materials and the execution to bring the trash and overgrown vegetation removal services in-house.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. OP911660008370 for Region 1 to Urban Graffiti Enterprises, Inc., and Contract No. OP911660018370 for Regions 2 and 3 to Parkwood Landscape Maintenance, Inc., to provide trash and overgrown vegetation removal services systemwide, effective August 1, 2023.

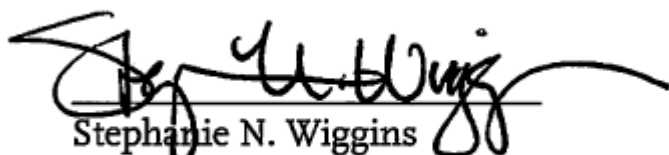
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Attachment C - Three (3) Regions' Maps

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

TRASH AND VEGETATION REMOVAL SERVICES / OP911660008370 and
OP911660018370

1.	Contract Number: A. OP911660008370 (Region 1) B. OP911660018370 (Regions 2 & 3)	
2.	Recommended Vendor: A. Urban Graffiti Enterprises, Inc. (Region 1) B. Parkwood Landscape Maintenance, Inc. (Region 2 & 3)	
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: August 18, 2022	
	B. Advertised/Publicized: August 18, 2022	
	C. Pre-Proposal Conference: August 25, 2022	
	D. Proposals Due: October 7, 2022	
	E. Pre-Qualification Completed: March 29, 2023	
	F. Conflict of Interest Form Submitted to Ethics: February 1, 2023	
	G. Protest Period End Date: June 20, 2023	
5.	Solicitations Picked up/Downloaded: 19	Bids/Proposals Received: Region 1: 3 proposals Region 2: 2 proposals Region 3: 2 proposals
6.	Contract Administrator: Marc Margoni	Telephone Number: 213-922-1304
7.	Project Manager: Rommel Hilario	Telephone Number: 213-922-6733

A. Procurement Background

This Board action is to approve the award of Contract No. OP911660008370 (Region 1) to Urban Graffiti Enterprises, Inc. and Contract No. OP911660018370 (Regions 2 & 3) to Parkwood Landscape Maintenance, Inc., to provide trash removal, bulky item pick-up and overgrown vegetation removal services throughout Metro rail and bus facilities, active and inactive Right-of-Ways (ROW), Metro Park & Ride (P&R) Lots, and Caltrans P&R Lots. The service is split into three geographical regions: Regions 1, 2, and 3. Board approval of contract awards is subject to the resolution of any properly submitted protest(s).

Prior to the release of the solicitation, Metro conducted five virtual Systemwide Metro Connect Industry Forum Outreach events: October 20, October 27, and November 3, 2021, and July 13 and 27, 2022. During the outreach events, staff provided an overview detailing the new enhanced MSZ and SBE Program policy for competitively negotiated procurements. These events also informed the small business community of the upcoming contracting opportunity and to increase and promote small business participation.

On August 18, 2022, Request for Proposal (RFP) No. OP91166 was issued as a competitive procurement in accordance with Metro's Acquisition Policy and the contract type is firm-fixed unit rate.

Region 1 was issued under Metro's Small Business Prime Set-Aside Program and was open only to Metro-Certified Small Business Enterprise (SBE) firms. An SBE submitting a proposal must perform a commercially useful function (CUF) or at least 30% of the total cost of the contract to be eligible for contract award.

Regions 2 and 3 were issued under Metro's Medium-Size Business Enterprise II (MSZ-II) Program. Under the MSZ-II Program, other-sized firms may submit proposals, however, if more than one responsive and responsible MSZ proposal is received, Metro may make an award to an MSZ. Metro will only consider proposals from other-sized firms if only one MSZ-II proposal is received, or no MSZ-II proposals are received. Further, proposers were required to meet the 22% SBE goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal.

Trash and vegetation removal are among the services that are part of Metro's agency-wide strategy to provide partnering opportunities to Community-Based Organizations (CBOs). RFP No. OP91166 encouraged potential proposers to work with CBOs that have direct experience, relationships, and expertise in the geographical locations where trash and vegetation removal services shall be performed.

Four amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 24, 2022, extended the proposal due date to September 19, 2022;
- Amendment No. 2, issued on September 9, 2022, extended the proposal due date to September 26, 2022;
- Amendment No. 3, issued on September 22, 2022, deleted the requirement for Contractor's Pollution Liability Insurance; and
- Amendment No. 4, issued on September 27, 2022, extended the proposal due date to October 7, 2022.

A virtual pre-proposal conference was held on August 25, 2022, and was attended by two participants, representing two firms. There were four questions received, and responses were provided prior to the proposal due date.

A total of 19 firms downloaded the RFP and were included on the planholders' list.

On October 7, 2022, Metro received the following proposals which are listed below in alphabetical order:

Region 1

1. Bread & Water Landscaping, LLC.
2. Far East Landscape and Maintenance, Inc.
3. Urban Graffiti Enterprises, Inc.

Region 2

1. Parkwood Landscape Maintenance, Inc.
2. Woods Maintenance Services, Inc.

Region 3

1. Parkwood Landscape Maintenance, Inc.
2. Woods Maintenance Services, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Facilities Contracted Maintenance Services, Facilities/Properties Maintenance and Service Planning Departments was convened and conducted a comprehensive technical evaluation of the proposals received for all three regions.

On October 26, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from October 26, 2022, through February 2, 2023.

The proposals were evaluated based on the following evaluation criteria.

Phase I Evaluation – Minimum Qualification Review: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, proposers must meet the following:

- a) Must have at least three years of experience performing trash and vegetation removal services;
- b) Must have a valid and active Los Angeles County Haulers' permit
- c) Must own or lease one dump truck with 2 ½ ton capacity and one Ford 445 tractor, or equivalent, with mechanized mower and skip loader attachments; and
- d) Proposed Project Manager/Supervisor must have received safety training within the past three years.

For Region 1, the PET deemed two proposers non-responsive to the minimum qualification requirements for failure to provide a current and valid Los Angeles County Waste Hauler's permit at the time of proposal submittal. Hence, both firms were excluded from further consideration.

For Regions 2 and 3, Metro's Prequalification Office determined that both proposers did not meet the definition of an MSZ-II firm. However, since Metro did not receive proposals from any MSZ-II firms, the PET proceeded with the evaluation of all proposals received. Metro's Medium-Size Business Enterprise Program Policy provides that if Metro does not receive proposals from more than one responsive MSZ-II firm, it will consider offers from non-MSZ firms.

In view of the above, the PET proceeded with Phase II – Technical Evaluation of proposals received from the following firms:

Region 1

1. Urban Graffiti Enterprises, Inc.

Regions 2 and 3

1. Parkwood Landscape Maintenance, Inc.
2. Woods Maintenance Services, Inc.

Proposals were evaluated based on the following evaluation criteria and weights:

- Qualification of the Firm/Team 15%
- Qualifications and Experience of Key Personnel 20%
- Work Plan/Approach 35%
- Price 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 proposer’s Work Plan and Approach.

At the conclusion of the evaluation process, the PET determined Urban Graffiti Enterprises, Inc. to be technically qualified to perform trash and vegetation removal services for Region 1. For Regions 2 and 3, the PET determined Parkwood Landscape Maintenance, Inc. to be the top-ranked firm.

Qualifications Summary of Firms:

Urban Graffiti Enterprises, Inc.

Urban Graffiti Enterprises, Inc., headquartered in Azusa, CA, has been in business for 33 years. It currently provides graffiti removal, anti-graffiti coating, steam cleaning, pressure washing and trash collection services to Metrolink, City of San Fernando, City of Burbank, City of West Hollywood, City of Covina, Compton, Arcadia, and various municipalities in Orange and Riverside Counties.

Parkwood Landscape Maintenance, Inc.

Parkwood Landscape Maintenance, Inc, headquartered in Van Nuys, CA, has been servicing the Los Angeles, Ventura and Orange County areas for over 55 years and has relevant public transit system experience. Its current clients include the City of Long Beach Blue Line, the City of Irvine, the County of Los Angeles, the City of South Gate, and the City of Ventura.

Woods Maintenance Services, Inc.

Woods Maintenance Services, Inc. (Woods), located in North Hollywood, CA, has been in business for over 35 years. It provides graffiti removal, weed abatement, pressure washing, right-of-way clearance, landscape and irrigation maintenance services, and homeless encampment cleanup. Woods' clients include Metrolink, Orange County Transportation Authority, the California Department of Transportation, and the Los Angeles County Department of Public Works. Woods has been providing trash and vegetation removal services to Metro since 2001 and has performed satisfactorily.

The following is a summary of the PET scores.

Region 1

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Urban Graffiti Enterprises, Inc.				
3	Qualifications of the Firm/Team	60.67	15%	9.10	
4	Qualifications and Experience of Key Personnel	68.90	20%	13.78	
5	Work/Plan Approach	80.66	35%	28.23	
6	Price Proposal	100.00	30%	30.00	
7	Total		100.00%	81.11	1

Region 2

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parkwood Landscape Maintenance, Inc.				
3	Qualifications of the Firm/Team	97.33	15%	14.60	
4	Qualifications and Experience of Key Personnel	97.75	20%	19.55	
5	Work Plan/Approach	94.00	35%	32.90	
6	Price Proposal	100.00	30%	30.00	
7	Total		100.00%	97.05	1
8	Woods Maintenance Services, Inc.				
9	Qualifications of the Firm/Team	88.00	15%	13.20	

10	Qualifications and Experience of Key Personnel	88.90	20%	17.78	
11	Work Plan/Approach	87.34	35%	30.57	
12	Price Proposal	90.60	30%	27.18	
13	Total		100.00%	88.73	2

Region 3

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Parkwood Landscape Maintenance, Inc.				
3	Qualifications of the Firm/Team	97.33	15%	14.60	
4	Qualifications and Experience of Key Personnel	97.75	20%	19.55	
5	Work Plan/Approach	94.00	35%	32.90	
6	Price Proposal	100.00	30%	30.00	
7	Total		100.00%	97.05	1
8	Woods Maintenance Services, Inc.				
9	Qualifications of the Firm/Team	88.00	15%	13.20	
10	Qualifications and Experience of Key Personnel	88.90	20%	17.78	
11	Work Plan/Approach	87.34	35%	30.57	
12	Price Proposal	91.40	30%	27.42	
13	Total		100.00%	88.97	2

C. Price Analysis

Region 1

The recommended price has been determined to be fair and reasonable based on price analysis, technical analysis, and fact-finding. Urban Graffiti Enterprises, Inc.'s price is approximately 9.43% lower than Metro's independent cost estimate (ICE).

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Urban Graffiti Enterprises	\$4,209,784	\$4,648,268	\$4,209,784

Region 2

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, and fact-finding. Parkwood Landscape Maintenance, Inc.'s negotiated price is 11.93% lower than Metro's ICE.

Staff successfully negotiated a cost savings of \$58,881.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1	Parkwood Landscape Maintenance, Inc.	\$29,678,106	\$33,630,280	\$29,619,225
2	Woods Maintenance Services, Inc.	\$32,761,838		

Region 3

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, and fact-finding. Parkwood Landscape Maintenance, Inc.'s negotiated price is 11.86% lower than Metro's ICE.

Staff successfully negotiated a cost savings of \$49,450.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1	Parkwood Landscape Maintenance, Inc.	\$24,901,048	\$28,196,736	\$24,851,598
2	Woods Maintenance Services, Inc.	\$27,242,800		

D. Background on Recommended Contractors

Region 1

Urban Graffiti Enterprises, Inc.

Urban Graffiti Enterprises (Urban Graffiti), headquartered in Azusa, California, has been providing graffiti removal, anti-graffiti coating, steam cleaning, pressure washing, and trash collection services since 1990. Urban Graffiti is a Metro-certified small business firm.

Urban Graffiti's proposed Project Manager has nearly 20 years of operational experience.

Regions 2 and 3

Parkwood Landscape Maintenance, Inc.

Parkwood Landscape Maintenance, Inc. (Parkwood), headquartered in Van Nuys, California, has satellite offices in Bellflower, Long Beach, El Segundo, Alhambra, Lancaster, and Garden Grove. Founded in 1967, Parkwood has been providing professional landscape management services for municipalities, public works, and commercial projects for over 55 years. Parkwood has been providing trash and vegetation removal services to Metro since 2015 and performance has been satisfactory.

The Parkwood team includes one SBE firm, Far East Landscape, Inc. and one DVBE firm, IECLT, Inc. Both subcontractors have experience providing trash and vegetation removal services to Metro and performance has been satisfactory.

Parkwood's Project Manager has over 26 years of experience overseeing trash and vegetation removal services contracts. He is the project manager of Parkwood's current trash and vegetation removal services contract with Metro.

DEOD SUMMARY

TRASH AND VEGETATION REMOVAL SERVICES / OP911660008370 and
OP911660018370

A. Small Business Participation – Region 1

Effective June 2, 2014, per Metro’s Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro’s website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to SBE Certified Small Businesses only.

Urban Graffiti, an SBE Prime, made a 100% SBE commitment.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Urban Graffiti (SBE Prime)	100%
	Total Commitment	100%

B. Small Business Participation – Regions 2 and 3

The Diversity and Economic Opportunity Department (DEOD) recommended a 22% Small Business Enterprise (SBE) and a 3% Disabled Veteran Business Enterprise (DVBE) participation goal for this Medium Sized Business (MSZ-II) solicitation. No proposals were received from MSZ-II firms. Parkwood Landscape Maintenance made a 22% SBE and 3% DVBE commitment on regions 2 and 3.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	22% SBE 3% DVBE

	SBE Subcontractor	% Committed
1.	Far East Landscape & Maintenance Inc.	22%
	Total SBE Commitment	22%

	DVBE Subcontractor	% Committed
1.	IECLT, Inc.	3%
	Total DVBE Commitment	3%

C. Local Small Business Enterprise (LSBE) Preference

Advertisement for the procurement was issued prior to implementation of the LSBE Preference.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

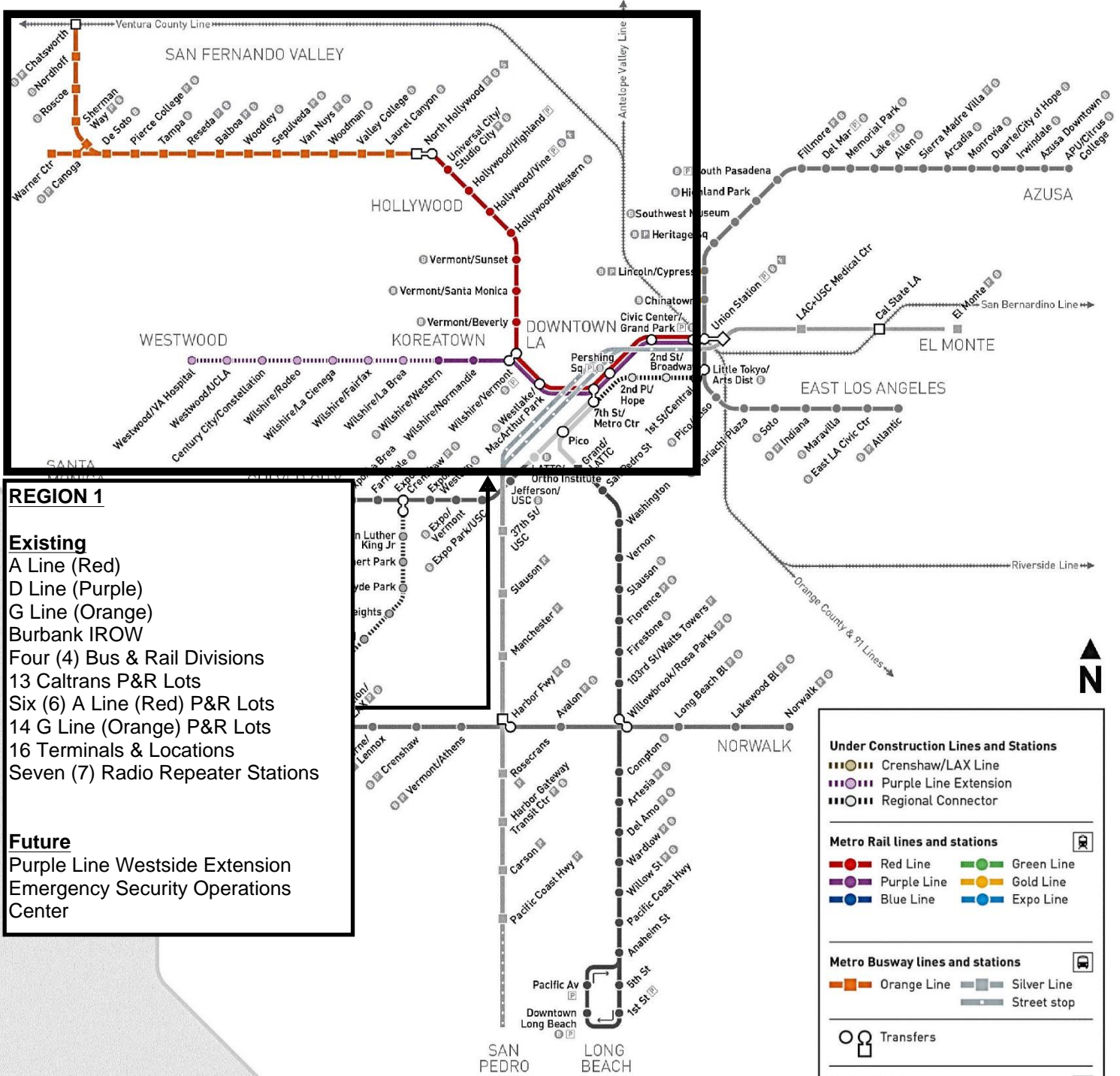
F. Project Labor Agreement/Construction Careers Policy

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

TRASH & OVERGROWN VEGETATION REMOVAL SERVICES

Go Metro REGION 1

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REGION 1

Existing

- A Line (Red)
- D Line (Purple)
- G Line (Orange)
- Burbank IROW
- Four (4) Bus & Rail Divisions
- 13 Caltrans P&R Lots
- Six (6) A Line (Red) P&R Lots
- 14 G Line (Orange) P&R Lots
- 16 Terminals & Locations
- Seven (7) Radio Repeater Stations

Future

- Purple Line Westside Extension
- Emergency Security Operations Center

Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

Regional Rail

- Metrolink & Amtrak

Airport Shuttle

- LAX Shuttle (free)
- LAX FlyAway
- BUR SuperShuttle (free)

Parking

- Free
- Paid
- Bike



Go Metro



Under Construction Lines and Stations

- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

Metro Rail lines and stations

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

Metro Busway lines and stations

- Orange Line
- Silver Line
- Street stop

Transfers

Regional Rail

Airport Shuttle

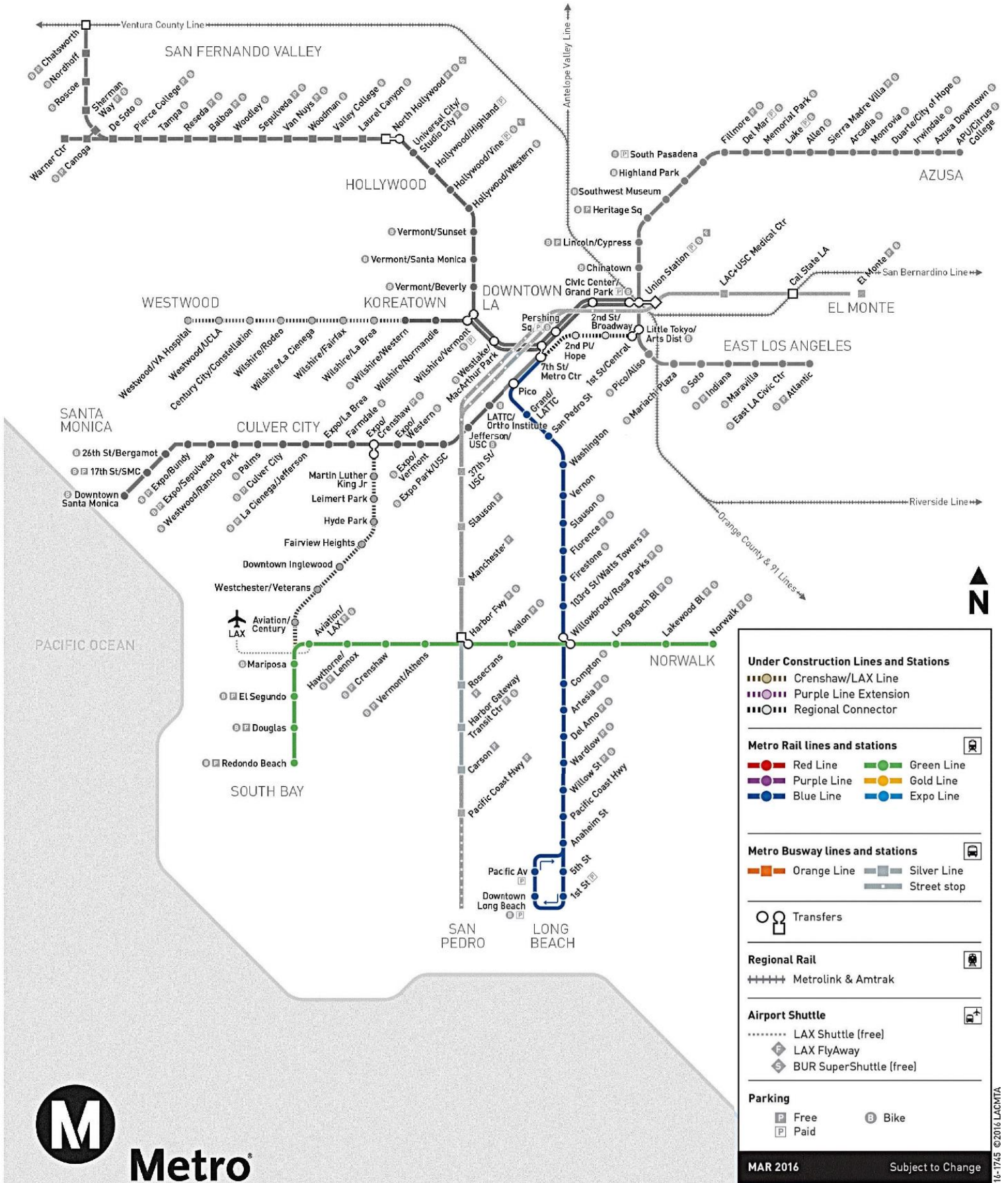
- LAX Shuttle (free)
- LAX FlyAway
- BUR SuperShuttle (free)

Parking

- Free
- Paid
- Bike



Go Metro





Board Report

File #: 2022-0869, File Type: Contract

Agenda Number: 36.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 15, 2023

SUBJECT: INFRASTRUCTURE PROTECTION SERVICES - NORTH AND SOUTH REGIONS

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

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

ISSUE

This Board action approves the contract awards to provide infrastructure protection services for the Metro System, which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. Infrastructure protection services may also be required at special functions or during emergencies as needed.

BACKGROUND

Metro's multi-layered public safety framework consists of the following elements to support the strategy:

- Infrastructure protection services - Responsible for the physical security of our stations, divisions, and terminals.
- In-House Metro Security - Responsible for conducting fare and code of conduct enforcement and ensuring a respectful experience for all riders.
- Contract Law Enforcement - Responsible for providing visibility to prevent crime and responding to calls for service.

- Transit Ambassadors - Responsible for creating a safer environment on the system and providing an improved customer experience through visibility and aiding riders with wayfinding and general assistance. In addition, they are the “eyes and ears” of the system, reporting safety, security, and maintenance issues that need to be addressed.
- Homeless Outreach Teams - Responsible for coordinating services for the unhoused on our system.

Infrastructure Protection Services provide critical infrastructure protection at selected locations of the Metro System to protect Metro assets and to prevent unlawful entry into secured areas, which, if breached, can disrupt Metro Operations and put Metro staff at risk.

The contracted infrastructure protection services component is designed and deployed as a fully integrated and mutually supportive part of the multi-layered approach by providing dedicated fixed-post security protection to Metro properties, including employee parking facilities, Metro Rail and Metro Bus System parking lots, Metro support facilities, and short-term assignments and special security operations, as necessary. Services are deployed at Metro facilities and properties based on the analysis of overall risks, vulnerability assessments, area crime rates, the configuration of facilities, and special identified needs. They are an added layer of visibility and presence and will collaborate with Metro Transit Security and law enforcement by informing them of Code of Conduct violations and criminal activity for follow-up action.

DISCUSSION

Providing a visible security presence is an effective deterrent to crime and disorder, as well as mitigating acts of terrorism. Toward that end, Metro’s infrastructure protection services are important in safeguarding patrons, employees, and facilities.

With the need to increase the visible protection presence throughout the Metro system, moving from one (1) contract to two (2) contracts will allow an increase in regional staffing coverage. The contracts will consist of the North and South Regions. Awarding a separate contract to each region will allow each contractor to focus on a smaller region which will mitigate the staffing challenges seen with one contractor for the entire system.

The North and South Region award recommendations are key to supplement 11 end of line stations, 19 underground stations with ancillary areas, and the expansion of the Purple (D) Line of 7 stations and Regional Connector of 3 stations by adding 111 guards to current staff levels, and mitigate the understaffing of assignments. By awarding two (2) separate infrastructure protection service contracts to provide coverage within their assigned regions will help ensure security assignments are filled because their resources will be deployed to two smaller regions.

	STAFF COUNT	DAILY HOURS	ANNUAL HOURS
CURRENT CONTRACT	261	2093	763,984

	STAFF COUNT	DAILY HOURS	ANNUAL HOURS
NORTH REGION	222	1488	543,120
SOUTH REGION	150	1104	402,960
TOTAL	372	2,592	946,080

This model will add protection services throughout the system’s infrastructure 24 hours a day / 7 days a week. This model includes coverage at 54 rail stations and 32 infrastructure facilities. Year two (2) of the contract incorporates the expansion of the Purple (D Line) of 7 stations and 3 stations for the addition of the Regional Connector.

The North and South Region contract award recommendations support the following priorities:

1. Increasing physical security at stations and parking lots/structures
2. Safeguarding critical infrastructure
3. Improving security at bus/rail maintenance facilities

Under this new contract model, each region will provide infrastructure protection services at selected locations of the Metro system, including rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. In addition, these resources will address security for the ancillary areas. Each region will also provide preventative physical security by inspecting station ancillary structures and hatches, as needed, which deters damage to critical infrastructure. This contract model also provides additional protection services as needed for emergencies. The extra security visibility positively impacts the presence of security felt by patrons and employees.

Each region’s security staffing considers Metro’s recent and continuing expansion of services and infrastructure and improves system-wide security visibility.

This contract model also recognizes the importance of the direction from our Board of Directors, Public Safety Advisory Committee (PSAC), and sentiments from the communities we serve to focus on a complete and thorough re-envisioning of public safety on the Metro system, ensuring an environment where everyone feels safe and respected.

To continue to align with the Public Safety Mission and Values Statements, this contract model has included the following recommendations:

1. Acknowledging Context:
 - Expanding background checks to include psychological testing.
 - Utilizing a software system that flags multiple complaints and/or use of force incidents.
 - Shifts from the current 100% armed security response to 50% unarmed and 50% armed.
2. Emphasizing Compassion:
 - Enhanced training modules to include Implicit Bias, How to Better Serve Persons with Disabilities, including Mental and Development Disabilities, How to Assist Persons Who are Unsheltered, and Excellence in Customer Service.

- These training modules center on the lived experiences of marginalized communities and put into practice the public safety mission and values statements to ensure all riders are treated with dignity and respect.
3. Implement a Community-Centered Approach:
 - New uniforms to promote a more approachable, less militaristic appearance and assist the visually impaired for easier identification.
 4. Transparency:
 - Utilizing software technology that provides instant incident reporting, video recording, and data collection reflecting their daily activities.
 5. Committing to Openness:
 - Continued consistency with the principles of Campaign Zero, “Eight Can’t Wait.”

As we continue to reimagine our public safety efforts and embrace the expansion of community engagement opportunities, this contract model promotes safety, enhances transparency, and strengthens accountability.

Accountability Measures

As part of the contract, the contractors will be responsible for providing a guard tour system, or an equal system, that includes a proximity scanner or "wand". The system shall be capable of downloading each Security Guard's tour proximity while ensuring that the post is covered in accordance with deployment plans. The contractors shall collect and compile performance data, daily log summary data, incident report data, and other appropriate information as specified by Metro. Furthermore, the contractors shall provide patrolling Field Supervisors for coverage of all areas of assignment. Each supervisor shall spend at least 80% of their time in the field.

In addition, Metro Transit Security will be assigning this new contract to the SSLE Special Projects team who will put additional accountability measures in place to include: scheduled onsite inspections, weekly analysis of guard tour system reports by a Metro Quality Assurance Analyst, and setting up a quality assurance program to ensure accountability that individual guards are adhering to Metro's standards of service and ensure contractors' management attendance of quarterly meetings with Metro management to discuss continuous process improvement.

DETERMINATION OF SAFETY IMPACT

Authorizing these contracts will provide a positive safety impact for our employees and patrons by assisting in efforts to safeguard Metro's infrastructure, such as the ancillary areas. Providing a safe environment for our front-line employees will help employees feel their safety concerns are being heard and acted on. Furthermore, these services are key in Metro's multi-layered public safety model. Lastly, these contracts will not have any negative impact on establishing safety standards.

FINANCIAL IMPACT

The total funding needed for the five-year base term for the North and South Regions is

\$197,239,283. For the first year of the contracts, the estimated cost will be \$37,312,758. The FY24 Budget currently includes \$25,746,024 in multiple bus and rail operating projects under Cost Center 2612. Upon approval of this action, the FY24 Budget will be updated accordingly to reflect the first year's financial need.

Since these are multi-year contracts, the cost center manager and the Chief Safety Officer will be accountable for budgeting the costs in future years.

Impact To Budget

The current source of funds for this action includes Fares, Proposition A/C, Measure R/M, Transportation Development Act, and federal and state grants eligible for bus/rail operating expenses. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

...Equity Platform

EQUITY PLATFORM

The first cohort of the Public Safety Advisory Committee (PSAC) was engaged in providing feedback on the scope of work for the infrastructure protection services contract. Through their feedback, included an enhanced training module, as noted above, to give security officers the tools and knowledge to be able to address the diverse needs of our riders. As part of the multi-layered security model, it is imperative that all front-line security presence working on the Metro system are sensible and properly trained to address the complex social issues that many of our customers face. Thus, through an enhanced training model, we can re-imagine public safety by training security officers beyond tactical training, including emotional intelligence.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. Metro will continue to utilize a multi-layered safety model to achieve this goal.

ALTERNATIVES CONSIDERED

The Board may decline to approve the award of these contracts. This alternative is not recommended because Metro currently does not have the internal resources to provide the necessary level of staffing needed system-wide, to safeguard infrastructure, employees, and patrons.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS93158000 with Universal Protection Service LP, dba Allied Universal Security Services, and Contract No. PS93158001 with Inter-Con Security Systems, Inc, to provide infrastructure protection services in the North and South Regions of Los Angeles County.

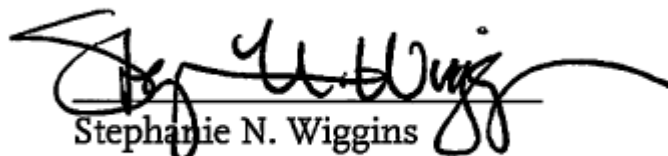
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Cathryn Banuelos, Chief Administrative Analyst, System Security and Law Enforcement Officer, (213) 922-7650
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Gina Osborn, Chief Safety Officer, System Security and Law Enforcement, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

INFRASTRUCTURE PROTECTION SERVICES / PS93158000 and PS93158001

1.	Contract Number: A. PS93158000 (North Region) B. PS93158001 (South Region)	
2.	Recommended Vendor: A. Universal Protection Service LP, dba Allied Universal Security Services (North Region) B. Inter-Con Security Systems, Inc. (South Region)	
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: September 20, 2022	
	B. Advertised/Publicized: September 20, 2022	
	C. Pre-Proposal Conference: September 29, 2022	
	D. Proposals Due: November 16, 2022	
	E. Pre-Qualification Completed: January 25, 2023	
	F. Conflict of Interest Form Submitted to Ethics: December 22, 2022	
	G. Protest Period End Date: June 26, 2023	
5.	Solicitations Picked up/Downloaded: 47	Bids/Proposals Received: North Region: 4 South Region: 4
6.	Contract Administrator: Antonio Monreal	Telephone Number: 213-922-4679
7.	Project Manager: Cathryn Banuelos	Telephone Number: 213-922-7650

A. Procurement Background

This Board action is to approve the award of Contract No. PS93158000 (North Region) to Universal Protection Service LP, dba Allied Universal Security Services, and Contract No. PS93158001 (South Region) to Inter-Con Security Systems, Inc. to provide infrastructure protection services for selected portions of the regional Metro System, which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. Infrastructure protection services may also be required at special functions or during emergencies on an as-needed basis. Board approval of contract awards is subject to resolution of any properly submitted protest(s).

On September 20, 2022, Request for Proposal (RFP) No. PS93158 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm-fixed unit rate. Proposers were allowed to submit offers for either one or both regions, but a Proposer cannot be recommended for contract award for more than one region.

The RFP was issued with a Race Conscious Disadvantaged Business Enterprise (RC DBE) goal of 30%. It was also subject to the DBE Contracting Outreach and Mentoring Plan (COMP), which requires selected contractors to mentor at least two (2) DBE firms for protégé development.

Six amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on October 25, 2022, waived the required 10% payment retention, revised Exhibit A - Scope of Services, updated Exhibit A.1 - Service Levels and Requirements, and revised Exhibit 2 - Schedule of Quantities and Prices;
- Amendment No. 2, issued on November 2, 2022, extended the proposal due date, updated Exhibit A.1 – Service Levels and Requirements, and revised Exhibit 2 - Schedule of Quantities and Prices;
- Amendment No. 3, issued on November 9, 2022, extended the proposal due date, updated Exhibit A - Scope of Services and revised Exhibit 2 - Schedule of Quantities and Prices;
- Amendment No. 4, issued on April 4, 2023, updated Exhibit A - Scope of Services, adjusted Exhibit A.1 – Services Levels and Requirements, and amended Exhibit 2 - Schedule of Quantities and Prices;
- Amendment No. 5, issued on April 5, 2023, revised Exhibit 2 – Schedule of Quantities and Prices – South Region only to adjust vehicle count; and
- Amendment No. 6, issued on May 31, 2023, adjusted Exhibit A.1 – Services Levels and Requirements and revised Exhibit 2 – Schedule of Quantities and Prices.

A virtual Pre-Proposal Conference was held on September 29, 2022, and was attended by 11 participants, representing five firms. There were 60 questions received, and responses were provided prior to the proposal due date.

A total of 47 firms downloaded the RFP and were included on the planholders' list.

Proposals were received by November 16, 2022, and are listed below in alphabetical order:

North Region

1. Diligent Protection Group Inc.
2. Inter-Con Security Systems, Inc.
3. RMI International, Inc.
4. Universal Protection Service LP, dba Allied Universal Security Services

South Region

1. Diligent Protection Group Inc.
2. Inter-Con Security Systems, Inc.
3. RMI International, Inc.
4. Universal Protection Service LP, dba Allied Universal Security Services

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from System Security and Law Enforcement, Office of the Chief Executive Officer, Operations, and Office of

Management and Budget, was convened and conducted a comprehensive technical evaluation of the proposals received.

On November 18, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from November 18, 2022, through December 12, 2022.

The PET evaluated all proposals based on the following evaluation criteria and weights:

- Experience and Qualifications of the Firm 20%
- Experience and Qualifications of Key Personnel 20%
- Understanding and Approach to the Work 36%
- DBE Contracting Outreach & Mentor Protégé Approach 4%
- Price Proposal 20%

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 understanding and approach to the work.

On December 12, 2022, the PET reconvened and determined proposals within the competitive range per region that are listed below in alphabetical order:

North Region

1. Inter-Con Security Systems, Inc.
2. RMI International, Inc.
3. Universal Protection Service LP, dba Allied Universal Security Services

South Region

1. Inter-Con Security Systems, Inc.
2. RMI International, Inc.
3. Universal Protection Service LP, dba Allied Universal Security Services

The proposals submitted by Diligent Protection Group Inc. for the North and South Regions were determined to be outside of the competitive range and were excluded from further consideration.

All firms within the competitive range were invited to make oral presentations on December 16, 2022. The Proposers' key team members had an opportunity to present their team's qualifications and to respond to the PET's questions.

Qualifications Summary of Firms within the Competitive Range:

Inter-Con Security Systems, Inc.

Inter-Con Security Systems, Inc., has been in business for 50 years. It currently provides security solutions to a number of local, state, and federal agencies across the United States, including transit authorities such as the Port Authority of New York and New Jersey (PANYNJ), the Chicago Transit Authority (CTA), and the San Diego Metropolitan Transit System (SDMTS).

Universal Protection Service LP, dba Allied Universal Security Services

Universal Protection Service LP, dba Allied Universal Security Services, has been operating in the Los Angeles market since 1970 and provides security services to local and county government clients, including the County of Los Angeles Sheriff, County of Los Angeles Department of Health Services, and Southern California Regional Rail Authority (Metrolink).

RMI International, Inc.

RMI International, Inc., has been in business for 26 years and has been providing infrastructure protection services to Metro since 2008. It has provided security services to numerous entities in the private and public sectors, including the City of Los Angeles Department of General Services and Department of Transportation, the Port of Long Beach, and the City of Downey.

Subsequently, Metro issued Amendments No. 4, 5 and 6 to adjust staffing levels to 50% unarmed protection guards and 50% armed protection guards and revise service level requirements. Revised proposals were requested from the firms within the competitive range only, in accordance with Metro's Acquisition Policy.

On June 2, 2023, Metro scored the revised price proposals in accordance with the RFP evaluation criteria and concluded the evaluation process. In consideration of the RFP cap which limited the number of contracts that may be awarded to a proposer to a single contract, the following firms are being recommended for contract award:

Region	Recommended Firm
North Region	Universal Protection Service LP, dba Allied Universal Security Services
South Region	Inter-Con Security Systems, Inc.

For the South Region, contract award is being recommended to the second ranked firm because of the RFP cap, which limited the number of contracts that may be awarded to a proposer.

The following is a summary of the PET scores.

North Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Universal Protection Service LP, dba Allied Universal				
3	Experience and Qualifications of the Firm	91.00	20%	18.20	
4	Experience and Qualifications of Key Personnel	90.65	20%	18.13	
5	Understanding and Approach to the Work	87.33	36%	31.44	
6	DBE Contracting Outreach & Mentor Protégé Approach	50.00	4%	2.00	
7	Price Proposal	100.00	20%	20.00	
8	Total		100.00%	89.77	1
9	Inter-Con Security Systems, Inc.				
10	Experience and Qualifications of the Firm	93.00	20%	18.60	
11	Experience and Qualifications of Key Personnel	90.65	20%	18.13	
12	Understanding and Approach to the Work	87.33	36%	31.44	
13	DBE Contracting Outreach & Mentor protégé Approach	25.00	4%	1.00	
14	Price Proposal	98.90	20%	19.78	
15	Total		100.00%	88.95	2
16	RMI International, Inc.				
17	Experience and Qualifications of the Firm	84.00	20%	16.80	
18	Experience and Qualifications of Key Personnel	84.65	20%	16.93	
19	Understanding and Approach to the Work	83.33	36%	30.00	
20	DBE Contracting Outreach & Mentor Protégé Approach	75.00	4%	3.00	
21	Price Proposal	94.75	20%	18.95	
22	Total		100.00%	85.68	3

South Region ^{1/}

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Universal Protection Service LP, dba Allied Universal				
3	Experience and Qualifications of the Firm	91.00	20%	18.20	
4	Experience and Qualifications of Key Personnel	90.00	20%	18.00	
5	Understanding and Approach to the Work	87.33	36%	31.44	
6	DBE Contracting Outreach & Mentor Protégé Approach	50.00	4%	2.00	
7	Price Proposal	100.00	20%	20.00	
8	Total		100.00%	89.64	1 ^{1/}
9	Inter-Con Security Systems, Inc.				
10	Experience and Qualifications of the Firm	93.00	20%	18.60	
11	Experience and Qualifications of Key Personnel	90.65	20%	18.13	
12	Understanding and Approach to the Work	87.33	36%	31.44	
13	DBE Contracting Outreach & Mentor Protege Approach	25.00	4%	1.00	
14	Price Proposal	99.05	20%	19.81	
15	Total		100.00%	88.98	2 ^{1/}
16	RMI International, Inc.				
17	Experience and Qualifications of the Firm	85.00	20%	17.00	
18	Experience and Qualifications of Key Personnel	86.65	20%	17.33	
19	Understanding and Approach to the Work	83.33	36%	30.00	
20	DBE Contracting Outreach & Mentor Protégé Approach	75.00	4%	3.00	
21	Price Proposal	94.95	20%	18.99	
22	Total		100.00%	86.32	3

1/ Award is being recommended to the second top-ranked firm due to the RFP cap which limited the number of contracts that may be awarded to a proposer to a single contract.

C. Price Analysis

North Region

The recommended award amount has been determined to be fair and reasonable based on adequate price competition, Independent Cost Estimate (ICE), price analysis, technical analysis, and fact-finding. Universal Protection Service LP, dba Allied Universal Security Services' total price is 4% lower than Metro's ICE.

	Proposer Name	Proposal Amount			Metro ICE	Award Amount
		Base	Option	Total		
1.	Universal Protection Service LP, dba Allied Universal Security Services	\$111,266,844	\$49,171,427	\$160,438,271	\$167,555,826	\$111,266,844
2.	Inter-Con Security Systems, Inc.	\$112,418,657	\$49,767,399	\$162,186,056		
3.	RMI International, Inc.	\$117,365,925	51,941,707	\$169,307,632		

The price proposal evaluation was based on the total proposal amount, inclusive of one, two-year option. This Board action recommends contract award for the base term only.

South Region

The recommended award amount has been determined to be fair and reasonable based on adequate price competition, ICE, price analysis, technical analysis, and fact-finding. Inter-Con Security Systems, Inc.'s total price is 3% lower than Metro's ICE.

	Proposer Name	Proposal Amount			Metro ICE	Award Amount
		Base	Option	Total		
1.	Inter-Con Security Systems, Inc.	\$85,972,439	\$38,052,267	\$124,024,706	\$127,972,883	\$85,972,439
2.	Universal Protection Service LP, dba Allied Universal Security Services	\$85,217,792	\$37,604,298	\$122,822,090		
3.	RMI International, Inc.	\$89,670,127	\$39,676,057	\$129,346,184		

The price proposal evaluation was based on the total proposal amount, inclusive of one, two-year option. This Board action recommends contract award for the base term only.

D. Background on Recommended Contractors

North Region

The recommended firm for the North region, Universal Protection Service LP, dba Allied Universal Security Services (Allied Universal), headquartered in Santa Ana, California, has been providing security services in the County of Los Angeles since 1970.

Allied Universal's proposed Project Manager has nearly 40 years of combined military and law enforcement experience. The Allied Universal team includes three DBE subcontractors: Cherub Executive Service, National Eagle Security, Inc., and Montano Security.

South Region

The recommended firm for the South region, Inter-Con Security Systems, Inc., (Inter-Con), headquartered in Pasadena, California, was founded in 1973. Inter-Con is a family-owned and operated company that operates in North and South America, Africa, and Europe.

Inter-Con's proposed Project Manager has 13 years of combined military and security experience serving numerous industries and regions within California, including public transit, utilities, and banking. The Inter-Con team includes two DBE subcontractors: Supreme Security Services, Inc., and Absolute International Security.

Inter-Con supported Metro's Infrastructure Protection Program from 2003 until 2008, during which time they provided armed personnel to select portions of the rail system, inclusive of the A and C lines, Park-N-Ride lots, Metro construction sites, Metro operating divisions, and other Metro properties.

DEOD SUMMARY

INFRASTRUCTURE PROTECTION SERVICES / PS93158000 and PS93158001

A. Small Business Participation (North Region)

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Universal Protection Service LP dba Allied Universal exceeded the goal by making a 32% DBE commitment.

Small Business Goal	30% DBE	Small Business Commitment	32% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Cherub Executive Service	African American	10.66%
2.	National Eagle Security	African American	10.66%
3.	Montano Security	Hispanic American	10.66%
Total Commitment			32% (rounded)

B. Small Business Participation (South Region)

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Inter-Con Security made a 30% DBE commitment.

Small Business Goal	30% DBE	Small Business Commitment	30% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Supreme Security Services	African American	22%
2.	Absolute International Security	Asian Pacific American	8%
Total Commitment			30%

C. Local Small Business (LSBE) Preference

The LSBE Preference program is not applicable on this federally funded solicitation (North and South Regions), as federal law prohibits the use of local preferences in contracting. For informational purposes only, the following DBE firms are also

LSBE: National Eagle Security, Montano Security, and Absolute International Security.

D. Contracting Outreach Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development two (2) DBE firms for Mentor-Protégé development. Inter-Con Security proposed to mentor the following (2) protégés: Supreme Security Services (DBE), and Absolute International Security (DBE). Allied Universal proposed to mentor the following (3) protégés: Cherub Executive Service (DBE), National Eagle Security (DBE), and Montano Security (DBE).

E. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this contract. Metro staff will monitor and enforce the policy guidelines to ensure that applicable workers are paid at minimum, the current Living Wage rate of \$23.81 per hour (\$18.04 base + \$5.77 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

F. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

G. Project Labor Agreement/Construction Careers Policy

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



Infrastructure Protection Services Contract Award

GINA OSBORN

CHIEF SAFETY OFFICER

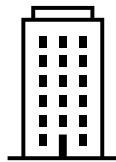
Proposed Action and Recommendations

- Award two (2) contracts to provide infrastructure protection services to the North and South Regions of the Metro system for five-year base term, effective July 1, 2023, to allow for a three-month mobilization period.
- North Region:
Universal Protection Service LP dba Allied Universal Security Services, in an amount not-to-exceed **\$111,266,844** for the five-year base period.
- South Region:
Inter-Con Security Systems, Inc., in an amount not-to exceed **\$85,972,439** for the five-year base period.

IPS – North and South Regions

- With the need to increase the visible protection presence throughout the system, it has been determined that proposing two (2) separate contracts for security services will allow for increased coverage of staffing.
- The North and South award recommendation is a key enhancement to existing staff levels and assigning security protection in areas previously understaffed.
- This recommendation supports the following priorities:

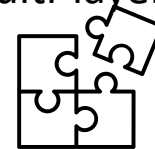
Safeguarding critical infrastructure



Improving security at bus/rail maintenance facilities



Engagement with Metro Transit Ambassadors and Homeless Outreach Teams as part of the multi-layered safety strategy



Contract Staffing Model

- This new contract model will allow for increased coverage of our infrastructure needs.
- By having two separate security contracts to provide coverage within their assigned regions will ensure posts are filled.

	STAFF COUNT	DAILY HOURS	ANNUAL HOURS
CURRENT CONTRACT	261	2,093	763,984

	STAFF COUNT	DAILY HOURS	ANNUAL HOURS
NORTH	222	1,488	543,120
SOUTH	150	1,104	402,960
TOTAL	372	2,592	946,080

**Board Report**

File #: 2023-0299, **File Type:** Informational Report**Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 15, 2023****SUBJECT: C LINE AND K LINE OPERATING PLAN UPDATE****ACTION: APPROVE OPERATING PLAN RECOMMENDATION FOR C AND K LINES****RECOMMENDATION**

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

ISSUE

In December 2018, the Metro Board adopted Motion 28.1 by Directors Hahn, Butts, Solis, Najarian, Fasana, and Garcia setting an initial one-year pilot operating plan for the K Line (Crenshaw/LAX) new light rail link (See Attachment A). The current inability to connect the C and K Lines due to Airport Metro Connector (AMC) station construction, there is no longer an opportunity to pilot Alternative C-3 (Norwalk - Crenshaw/Expo and Willowbrook/Rosa Parks - Redondo Beach) for 1 year, evaluate the performance, and recommend any changes prior to the AMC opening.

In addition, other factors include planned transit connections at the new AMC station, improvements to C Line connecting bus service through the NextGen Bus Plan, the ongoing operator shortage, and planning for future extensions of the C and K Lines warrant a review of the Crenshaw/LAX operating plan. As a result, in April 2022, the Metro Board of Directors authorized staff to review the Crenshaw/LAX operating plan, conduct necessary public outreach, and report back to Board with findings and a recommendation to maintain or change the Operating Plan.

BACKGROUND**Crenshaw/LAX Rail Project:**

The Crenshaw/LAX Rail (CLAX) Project is an 8.5-mile extension of C Line (Green) light rail from Aviation/Imperial to the Exposition Line at Exposition/Crenshaw, with eight new stations. An associated project, the AMC Station, will add a ninth station to provide a direct connection to the new Los Angeles World Airports (LAWA) People Mover train system.

The C-3 pilot operating plan that was approved for the new Crenshaw/LAX line as outlined below would have provided a one-year pilot of two service patterns with double service along the I-105

corridor:

- New CLAX east/west service between Norwalk and Crenshaw/Expo Stations via Aviation/LAX C Line station
- C Line (Green) east/west service between Willowbrook/Rosa Parks and Aviation/LAX, continuing south to serve Redondo Beach Stations

There were four key factors that pointed to the need to revisit the original C & K Line Operating Plan decision from 2018.

1. Project Sequencing:

At the time Motion 28.1 was adopted, it was expected that the full K (Crenshaw/LAX) Line would open for revenue service in October 2019, around three years ahead of the construction beginning on the Airport Metro Connector (AMC) Station. This would have allowed ample time to test the pilot operating plan for a year, review results, and report back to the Board regarding ridership and travel patterns to determine whether operating plan changes were warranted.

However, the K Line did not begin revenue service until October 2022. At the same time, AMC Station construction had already broken ground, meaning the Crenshaw/LAX line opening would have to occur in multiple phases:

Phase 1: October 2022: Westchester/Veterans - Expo/Crenshaw (7 stations), with a bus bridge Westchester/Veterans Station - Aviation/LAX Station on the C Line (Green)

Phase 2: Late 2023: Full Crenshaw/LAX line open through Airport Metro Connector Station, though that station will not be completed for passenger service

Phase 3: Late 2024: Airport Metro Connector station to open for passenger service

Board Motion 28.1 established a one-year trial of the C-3 operating plan and directed staff to review the operating plan prior to completion of AMC Station construction. However, while a pilot consistent with the original Board motion could begin in Phase 2 as described above, this would provide only a 14-month period before the AMC Station opens to passengers. This leaves no time to evaluate the performance of a 12-month pilot of the C-3 option or to consider any adjustments for permanent, ongoing operations before AMC Station opens.

Metro AMC station Project team continues to coordinate closely with LAWA People Mover Train project to determine an appropriate implementation schedule for each project. The C & K Line Operating Plan implementation will be coordinated with these two projects.

2. Regional Travel and the NextGen Bus Plan

The K (Crenshaw/LAX) Line helps build a network both for the Metro rail system and as part of an overall regional transit network that includes Metro buses and municipal bus lines. The region served by the C Line (Green) segment between Norwalk Station and Aviation/LAX Station shows a wide distribution of travel patterns to locations north and south of this segment of the C Line (Green). These areas are served by many of Metro's highest ridership transit lines proceeding north and south of this rail line (see Attachment C).

By December 2021, much of the NextGen Bus Plan was implemented, providing fast, frequent north-south bus connections. This includes connections between the C Line (Green) and many key north-south transit lines serving many Equity Focus Communities throughout South and Southeast LA, where transit service is key to community mobility. These include key corridors such as Long Beach Bl, Central Av, Avalon Bl, Vermont Av, Western Av, Crenshaw Bl, and Hawthorne Bl, Metro’s A Line (Blue) light rail service, and J Line (Silver) BRT service, which also provide key north-south connections from the C Line (Green). Municipal agencies such as Long Beach Transit complete the regional connections from the C Line (Green). The regional bus and rail network provides key links from the C Line (Green) to downtown LA, USC, and Mid-City areas matched to key travel patterns (See Attachment C). Options 1, 2, and 3 (Alternatives C-1, C-2, and C-3) for the Crenshaw/LAX Operating plan all serve the existing C Line segment between Norwalk and Aviation/LAX Stations, maintaining the well-utilized connections to north-south transit lines at the ten stations along this segment.

The LAX area is a key regional destination. Both Options 1 and 2 provide direct access to AMC for LAX access from all three directions (all stations) of the C and K Lines. Option 3 provides a direct link to the AMC from the Crenshaw and Norwalk segments, but does not provide a direct link to the AMC from the Redondo Beach segment (4 stations). The AMC will also act as the regional transit hub for the area, consolidating the services currently serving the LAX City Bus center and Aviation/LAX Transit Center. The AMC will provide connections from both the C and K light rail lines to a range of Metro and municipal bus lines, including lines such as the Rapid 3 provided by Big Blue Bus via Lincoln Bl to Santa Monica and Culver City Bus Rapid 6 via Sepulveda Bl to Culver City. Bus speed improvement measures are also being planned or have already been implemented for Lincoln Bl and Sepulveda Rapid buses and other key bus corridors connecting with light rail at the AMC. Examples of such measures include bus lane extensions on Lincoln Bl and transit signal priority on Sepulveda Bl at Culver City. These two services can be connected two seamlessly using the EZ transit pass.

Travel patterns for the South Bay areas along the Redondo Beach segment of the C Line (Green), as shown in Figure 4 in Attachment C, are aligned largely north-south to the LAX region and areas north and west.

3. Operational Resource Requirements:

The three main options considered have a range of resource requirements and operating costs based on the 8-minute peak and 10-minute off peak service frequencies planned for the Metro light rail network when this plan will be implemented in 2024.

Option (2018 Alternative)	Railcar Fleets	Annual Operating Cost (\$ Million)
1 (C-1)	46	\$99.5
2 (C-2)	46	\$102.9
3 (C-3)	50	\$113.2

Option 1 and 2 have an overlap of 1.3 miles for the two rail services between Aviation/LAX and AMC

stations. The Option 3 has a much larger overlap of 8.3 miles for the two rail services along the I-105 corridor between Willowbrook/Rosa Parks and Aviation/LAX Stations, requiring more rail cars and resulting in a higher annual operating cost. Modelling of ridership potential showed a less than 3% difference in ridership between the Options 1, 2, and 3 (C-1, C-2, and C-3 alternatives), with Option 3 showing the highest ridership as it has the most service operated with two lines operating over the existing C Line between Aviation/LAX Station and Willowbrook/Rosa Parks Station.

Rail operators are recruited from bus operator ranks. Operator hiring needs are significant at this time, particularly given the “Great Resignation” and changes in the labor supply after the pandemic, and may remain so for some time based on hiring progress to date. The needs of this rail project will take from bus operator ranks, leaving fewer operators available for bus service. This issue is most significant for Option 3 as it requires the larger amount of trains and operators.

4. Future C and K Rail Corridors:

Two Measure M rail extension projects related to the K Line and C Line are in the planning phase:

- 1) C Line Extension to Torrance: providing greater access to the South Bay by extending the C Line 4.5 miles south from Redondo Beach to the Torrance Transit Center. The Draft EIR was released in early 2023 with an estimated project opening for revenue service in 2030-2033.
- 2) Crenshaw Northern Extension: Extends the K Line north from Expo/Crenshaw Station to the D (Purple) Line in mid-Wilshire and the B (Red) Line in Hollywood. Three alignments are under study as part of the Draft EIR, which is being prepared to make the project “shovel ready” should funding become available to accelerate the project in advance of its Measure M timeline of 2047-2049.

The opportunity exists to eventually create a north-south rail alignment extending from Torrance to West Hollywood, as an adaptation of Option 2 (C-2 alternative).

The extension of platforms to accommodate three car trains at four existing C Line stations (Redondo Beach, Douglas, Mariposa, and Aviation/LAX) can be addressed in anticipation of the above two planned rail network expansion projects. This will ensure network capacity is maximized for future needs. Two car trains are expected to meet the ridership levels for the C and K Line prior to these projects opening.

Network Simplicity, Operating Resources/Costs/Impacts, Frequency, and Connections:

Concerns around having a direct connection to the E Line at Expo/Crenshaw often is mentioned by riders, since each option only has one proposed line having a direct connection with the E Line. Having more overlap between lines not only adds costs, but also adds complexity for riders navigating the system needing to understand the operation of multiple lines at their station. To extend both the C and K Lines to Expo/Crenshaw would require 55 rail cars (+12 over Option 2) and an annual operating cost of \$125 million (+\$25 million). This scenario would also result in combined 4-minute service on the K Line, with gate down times likely to reach up to 60% of the time. This would require no more than a combined 5-minute peak service (10 minutes on each line) to keep gate times reasonable. These frequencies would also not match the E Line 8-minute planned frequency. In the absence of both lines extending to the E Line, schedules between the two lines can be coordinated

for a very convenient 3-minute transfer all times of day at AMC Station for passengers transferring between trains there in each direction. Each line could then operate the 8-minute peak, 10-minute off-peak frequency consistent with the rest of the light rail network.

DISCUSSION

Since the Board adoption of Motion 28.1, circumstances have changed, making it timely for a review of the original decision. The review begins with a discussion of four key factors that have changed since the original Board decision in 2018. Following this discussion, the results of new public outreach conducted to inform the Board on this operating plan decision are shared. Outreach focused on the C-3 alternative selected in Motion 28.1, and the other two options (the C-1 and C-2 alternatives) that received final consideration in 2018. These three options are referred to as Options 1, 2, and 3, and each shown in Attachment B.

Public Outreach

As directed by the Metro Board, Metro staff conducted significant public outreach in March and April 2023 to provide robust public input in support of an updated C and K Lines operating plan recommendation. Outreach was conducted after five months of operation of the new K Line.

The primary method of gathering input was through an on-line survey instrument (see Attachment D) which presented the three Options and asked respondents to select their preferred option. The survey was promoted as follows:

- Email with survey link sent to 120,609 registered TAP card holders (prize of 30 day TAP card offered) which included a link to sign up to participate in on-line focus groups. (See Attachment D)
- Postings on Metro's social media channels such as The Source, El Pasajero, Facebook, and Twitter (See Attachment E)
- Signs placed at the entrance to all 14 C Line and 7 K Line stations with details including QR code link to the survey.
- Metro Ambassadors and Blue Shirts staff distributing flyers for the survey and community meetings at stations and onboard C and K Line trains. (See Attachment F)
- Presentations at the following Metro Regional Service Council Meetings: Westside Central (March 8, 2023), Gateway Cities (March 9, 2023) and South Bay Cities (March 10, 2023).
- Presentations to Gateway Cities Council of Government Transportation Committee and Board of Directors Meetings (March 1) and City Managers Meeting (March 9).
- Presentation to South Bay Cities Council of Government.
- Presentation to Airport Metro Connector Community Meeting (March 23)
- Presentation to CLAX Community Meeting (March 29)
- In-person and virtual community meetings at Norwalk City Hall (April 24), in Redondo Beach (April 26), at Earvin Magic Johnson Recreation Center in South LA (April 29), and a virtual meeting (May 2).
- Two virtual focus groups (April 25, April 29).

The full results of the 20-question survey are provided in Attachment G. The survey presented the three options and asked respondents how they expected each option would impact their travel:

- 5,759 people responded about their use of Metro, with 93.4% having used Metro at least once in the last year, 76.9% used Metro in the last month, and 59% used Metro in the last week. Of those who used Metro in the last week, 42.4% used Metro 5+ times in the last week.
- 5,380 people responded to a question about whether they knew about the Airport Metro Connector project; 73.8% were aware of it. Of those 5,380, 55.6% were very likely and 28.3% were likely to use Metro bus and rail services to LAX as a result of this project.

Table 2 below shows the results for how each option might impact how the 5,380 people who stated they use Metro at least once per year, as well as those who stated that they do not ride Metro but would expect to ride Metro in the future:

Table 2: Metro Rider (5,380) Expectation of Frequency of Usage of Metro By Option

Option/Metro Usage	More Often	About the Same	Less Often
Option 1 (C-1)	33.4%	52.5%	14.1%
Option 2 (C-2)	43.4%	45.0%	11.6%
Option 3 (C-3)	25.5%	46.1%	28.4%

Table 3: Non-Rider (379) Expectation of Frequency of Usage

Option/Metro Usage	More Often	About the Same	Less Often
Option 1 (C-1)	29.0%	48.3%	22.7%
Option 2 (C-2)	40.1%	41.2%	18.7%
Option 3 (C-3)	20.0%	42.5%	37.5%

Both riders and non-riders suggest Option 2 would see them riding more while Option 1 would see the most riders maintaining existing levels of usage. Option 3 would see the largest chance of riders' usage declining.

Table 4 below presents results for riders (5,380) and non-riders (379) preference for an option.

Table 4: Option Preference of Riders and Non-Riders

Option	Option 1	Option 2	Option 3
Rider (5380)	30.9%	47.3%	21.8%
Non-Rider (379)	31.9%	45.6%	22.4%

Results were similar for each group with Option 2 showing as preferred by the most respondents and Option 3 being the least preferred.

Respondents were then asked if they had ridden the C or K Line in the last 6 months. The 2,648 people that responded were asked their option preference based on their most recent ride, including if they had no preference between the three options or preferred an option other than the three

options offered. These additional two options were added to identify if riders showed either no preferences among the three options or a strong preference for other options from the three presented options. The earlier question in the survey focused on identifying the difference levels of support for the three presented options.

Table 5: Option Preference of Recent C & K Line Riders

Option	Option 1	Option 2	Option 3	All are Okay	Other Option
Recent C or K Line Rider (2,548)	19.5%	37.3%	15.6%	20.3%	7.3%

Again, Option 2 ranked highest. Combining Option 2 with those who stated all options would be okay equates to 57.6% of all respondents.

In looking at distribution of responses by area for these last two questions, as shown in the maps in Attachment H, the data reflects some density of responses in the Norwalk area favoring a direct connection to the Expo Line through Option 1 or 3. A significant density of responses throughout the Westside and Inglewood areas showed support for Option 2.

In terms of the employment profile of respondents, 66.4% of riders (5,380) were employed, and 12.0% were retired. Of non-riders (378), 62.5% were employed and 25.9% were retired.

In terms of age, 76.4% of riders were aged 25-64 years, and 69.9% of non-riders fell within that age range. This was broken out by ranges 25-34 (23.6% of riders, 19% of non-riders), 35-44 (22.1% of riders, 19.8% of non-riders), and 45-64 (30.7% of riders, 31.1% of non-riders). 9.1% riders were in the 18-24 range, and 12.0% fell within the 65+ years category, while 3.7% of non-riders were in the 18-24 range, and 25.1% from the 65+ age range. Overall, 47% supported Option 2, making it the most popular option. The percentage of support grew as age reduced, with those 65+ being the least supportive of Option 2, though even this group or respondents supported Option 2 more than other options.

In terms of household income, Table 6 shows a high rate of response from both ends of the income range, though higher income households were overrepresented for non-riders:

Table 6: Respondent Household Income/Option Preference

Annual Household Income and Rider/Non-Rider	<\$25,000	\$25,000 to <\$50,000	\$50,000 to under \$100,000	\$100,000 and above
Rider	29.8%	18.2%	21.5%	30.4%
Non-Rider	17.9%	13.5%	24.3%	44.3%
Option 1 (C-1)	32.1%	31.7%	33.2%	27.6%
Option 2 (C-2)	42.7%	44.7%	46.8%	56.1%
Option 3 (C-3)	25.2%	23.6%	20.0%	16.3%

The above data shows that all income ranges supported Option 2 the most, though support for this option increased as income increased.

The survey also collected data on ethnicity, as shown in Table 7 below:

Table 7: Respondent Ethnicity/Option Preference

Ethnicity/Rider-Non-Rider and Option	Latinx/Hispanic	Black/African American	White/Caucasian	Asian American/Pacific Islander	Native American	Other
Rider	32.7%	11.3%	33.0%	13.7%	0.8%	8.5%
Non-Rider	24.0%	6.1%	43.5%	17.2%	0.0%	9.2%
Option 1 (C-1)	32.6%	31.4%	29.1%	32.7%	30.2%	28.8%
Option 2 (C-2)	41.1%	41.8%	54.4%	46.8%	39.5%	49.4%
Option 3 (C-3)	26.3%	26.8%	16.5%	20.5%	30.2%	21.8%

The above data shows that people of color supported Option 2 the most among the three options, though not as strongly as White Caucasian, and Other respondents did. The Asian American/Pacific Islander respondents supported Option C2 notably more strongly than other minority groups.

The survey also collected data on gender as shown in Table 8 below.

Gender Rider/Non-Rider and Preferred Option	Male	Female	Non-Binary	Prefer to Self Describe
Rider	60.7%	35.8%	2.6%	0.9%
Non-Rider	53.3%	43.5%	2.1%	1.1%
Option 1 (C-1)	30.3%	32.7%	25.7%	24.6%
Option 2 (C-2)	49.0%	44.1%	48.7%	36.8%
Option 3 (C-3)	36.8%	23.3%	25.7%	38.8%

The above data shows that all genders preferred Option 2 except the Prefer to Self Describe group that preferred Option 3 slightly more. The Male and Non-binary groups had the largest percentages supporting Option 2.

RECOMMENDATION

Staff recommends the Board adopt Option 2 (C-2 Alternative), creating a K Line operating between Redondo Beach and Expo/Crenshaw and a C Line operating between Norwalk and the LAX/Metro Transit Center. This recommendation is based on the following factors:

- Simple, easy-to-understand network
- Most supported option from community outreach
- Provides direct connection to LAX/Metro Transit Center from all C and K Line stations
- Creates north-south (K) and east-west (C) lines in line with regional travel patterns

-
- Lower resources (less trains/operators) and operating costs than previous C-3 pilot option
 - North-south corridor consistent with Torrance and Hollywood future extensions

This Operating Plan is recommended to be implemented in coordination with the AMC project and LAX People Mover Train projects.

FINANCIAL IMPACT

This item is to seek Board authorization for CEO to implement an updated operating plan for the C and K Lines.

Impact to Budget

While there is no impact to the proposed FY24 budget directly from this item. Revenue service based on Board direction for this Operating Plan will be included in the Metro FY25 budget request as the planned opening would fall in the first half of FY25 in conjunction with the AMC opening. Option 2 (C-2 alternative) would have a lower impact on the operating budget per year at \$102.9 million, compared to the previously recommended pilot Option 3 (C-3 Alternative) at \$113.2, an saving annual saving of \$10.3 million. Option 1 (C-1 alternative) is only slightly less costly than Option 2 at \$99.5 million.

EQUITY PLATFORM

There are not expected disparities between available Crenshaw/LAX operating plan choices; all are anticipated to preserve high frequency rail service on all existing and new rail segments. Outreach as described in this Board item, has shown consistently high support for Option 2 among all groups, including people of color and low-income households. Option 2 is the most supported option in the survey results. In recognition of common other concerns raised, well timed connections between trains on the two lines will allow minimal transfer times of three minutes for those riders from the Norwalk Segment to travel to/from areas of north of the LAX/Metro Transit Center Station. This would ensure convenient connections for serving riders on the Metro C & K Lines transit network, especially those who live and work within Equity Focus Communities along the existing C Line that rely most on transit. The recommendation will also allow communities served by the K Line (Crenshaw/LAX) to enjoy new direct access to the South Bay areas.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

NEXT STEPS

Should the Board approve the recommendation, staff will begin preparation for the implementation of the approved operating plan. Staff would return to the Board with an update regarding the

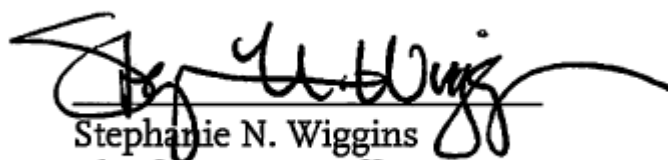
implementation of the Operating Plan consistent with AMC and Airport People Mover Train construction and testing completion ready for revenue service as soon as possible in 2024.

ATTACHMENTS

- Attachment A - Motion 28.1
- Attachment B - C and K Line Operating Plan Options
- Attachment C - Travel and Transit Demand
- Attachment D - C & K Line Operating Plan Survey E-blast
- Attachment E - Social Media Comments on C & K Lines Operating Plan
- Attachment F - Community Meetings and Survey Flyer
- Attachment G - C & K Line Operating Plan Survey and Results
- Attachment H - Distribution of C & K Line Operating Plan Survey Responses
- Attachment I - Public Meetings Report Final

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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2018-0730, **File Type:** Motion / Motion Response

Agenda Number: 28.1

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE NOVEMBER 15, 2018

Motion by:

HAHN, BUTTS, SOLIS, NAJARIAN, FASANA & GARCIA

Related to Item 28: Crenshaw/LAX - Green Line Operating Plan

The Crenshaw/LAX-Green Line Operating Plan creates a challenging scenario of having to realign existing and long established service routes. The C-1 alternative recommended by Metro staff would dramatically shorten the segment of the Green Line that services the South Bay, further separating the region from the rest of the rail network and introducing new problems for Green Line riders.

The thousands of daily riders who travel to and from the South Bay would, under C-1, be diverted northward to a temporary station stop at Aviation/Century and wait for another train to finish their commute. With the major job centers in technology, aerospace, and at the Los Angeles Air Force Base, the inconvenience of a forced transfer effectively cuts off the South Bay from the rest of our light rail system. Moreover, this forced transfer would not add any new connections, as the planned Airport Metro Connector and LAX's Automated People Mover will not be completed until 2023.

Until the airport connections are built, there is little reason to cut the established Green Line service on which many daily riders rely. That is why the C-3 alternative, which has been endorsed by both the South Bay Cities Council of Governments and Gateway Cities Council of Governments, is the superior alternative for opening day. C-3 would keep the one-seat ride from Norwalk to the Expo Line as proposed under C-1 yet would preserve most of the current Green Line service, ensuring the South Bay remains connected to the larger transit system.

There is a perceived \$11 million cost difference between alternatives C-1 and C-3. The reality is that the 'savings' comes from the dramatic shortening of the existing Green Line by ten fewer stations. As Metro continues to face declining ridership, it makes no sense to cut back on service while simultaneously forcing a transfer.

**SUBJECT: PROPOSED CRENSHAW/LAX - GREEN LINE OPERATING
PLAN**

RECOMMENDATION

APPROVE Motion by Hahn, Butts, Solis, Najarian, Fasana & Garcia that the Board instruct the CEO to:

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1 year pilot plan in anticipation of the opening of the LAX Automated People Mover (APM) and 96th Street Station, maintaining the existing headways on the Green Line;
- B. report back to the Metro Board one (1) year after the pilot is over to reevaluate the ridership and travel demand; and
- C. as a new policy, bring future substantive changes to rail operating plans to the Metro Board for approval as a matter of course, instead of “receive and file.”

C and K Line Operating Plan Options

C-1

Option 1



C-2

Option 2



Option 3

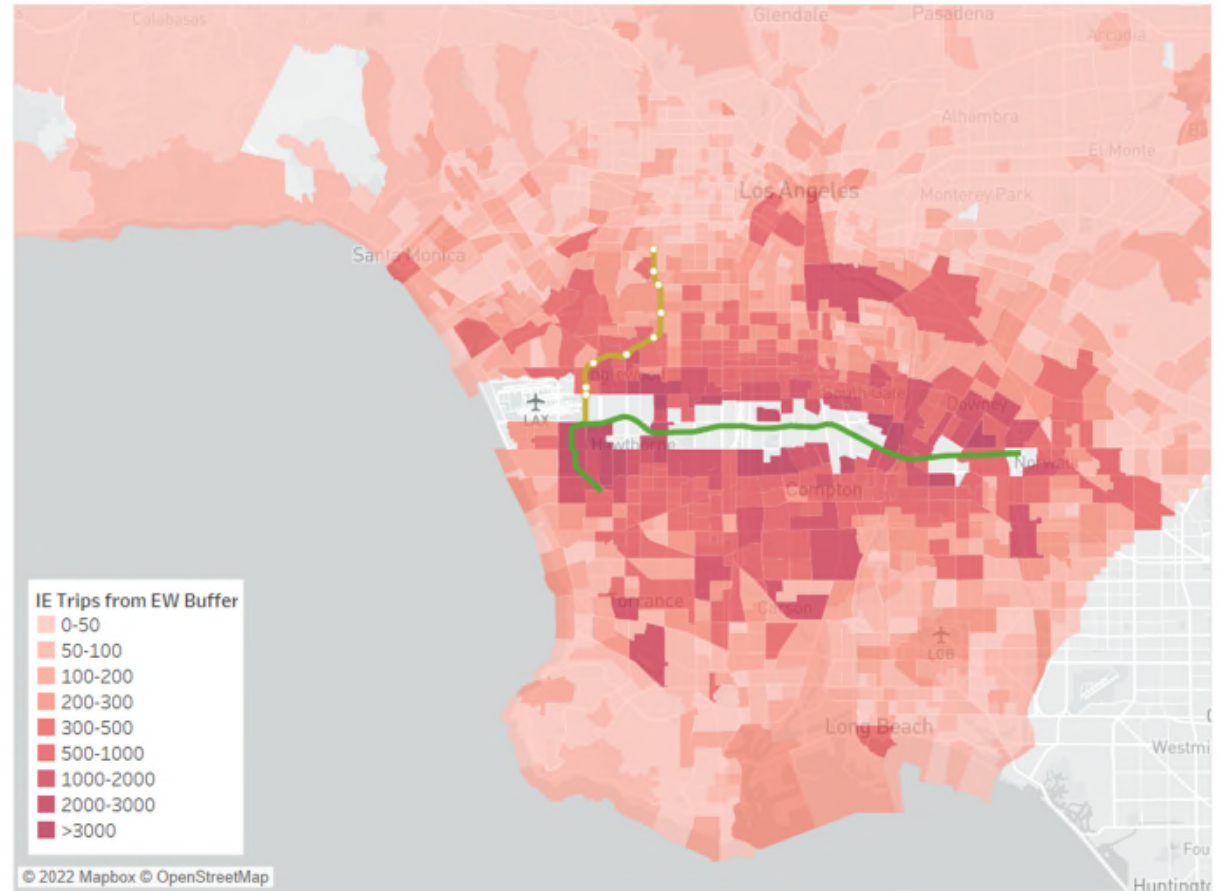


Travel and Transit Demand

2021 Travel Patterns – C Line (Green) East

- This map illustrates all trips (not just transit trips) in 2021 (COVID) originating in the catchment zone (grey area) around the C Line between Norwalk and Aviation/LAX Stations.
- In 2021, similar to 2019 (pre-COVID), travel from this zone was mostly destined for areas surrounding C Line (Green).

Figure 1

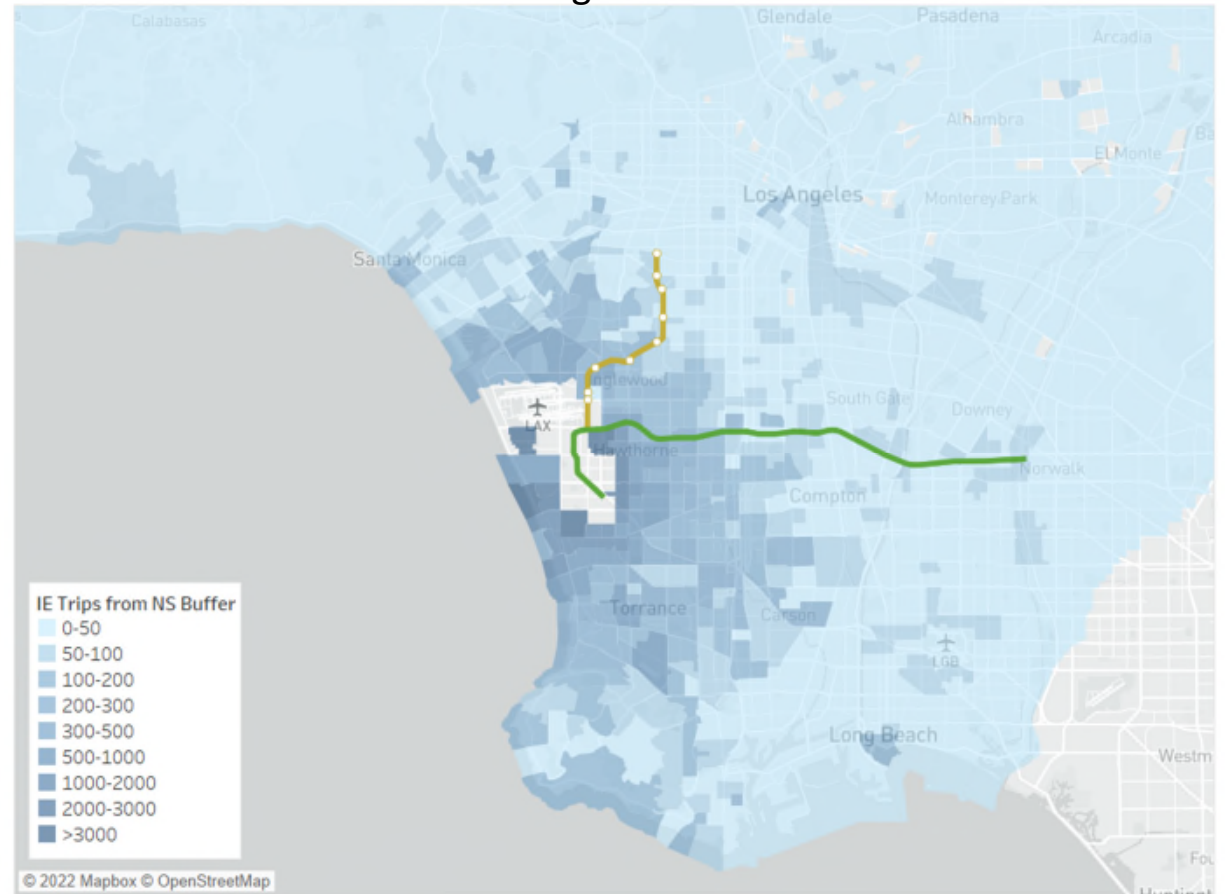


Travel and Transit Demand

2021 Travel Patterns – C Line (Green) West

- This map illustrates all trips (not just transit trips) in 2021 (COVID) originating in the catchment zone around the C Line (Green) between Aviation/LAX and Redondo Beach Stations (area shown in light grey)
- In 2021, similar to 2019 (pre-COVID), trips from this zone are primarily destined for areas to the north and south of the zone

Figure 2

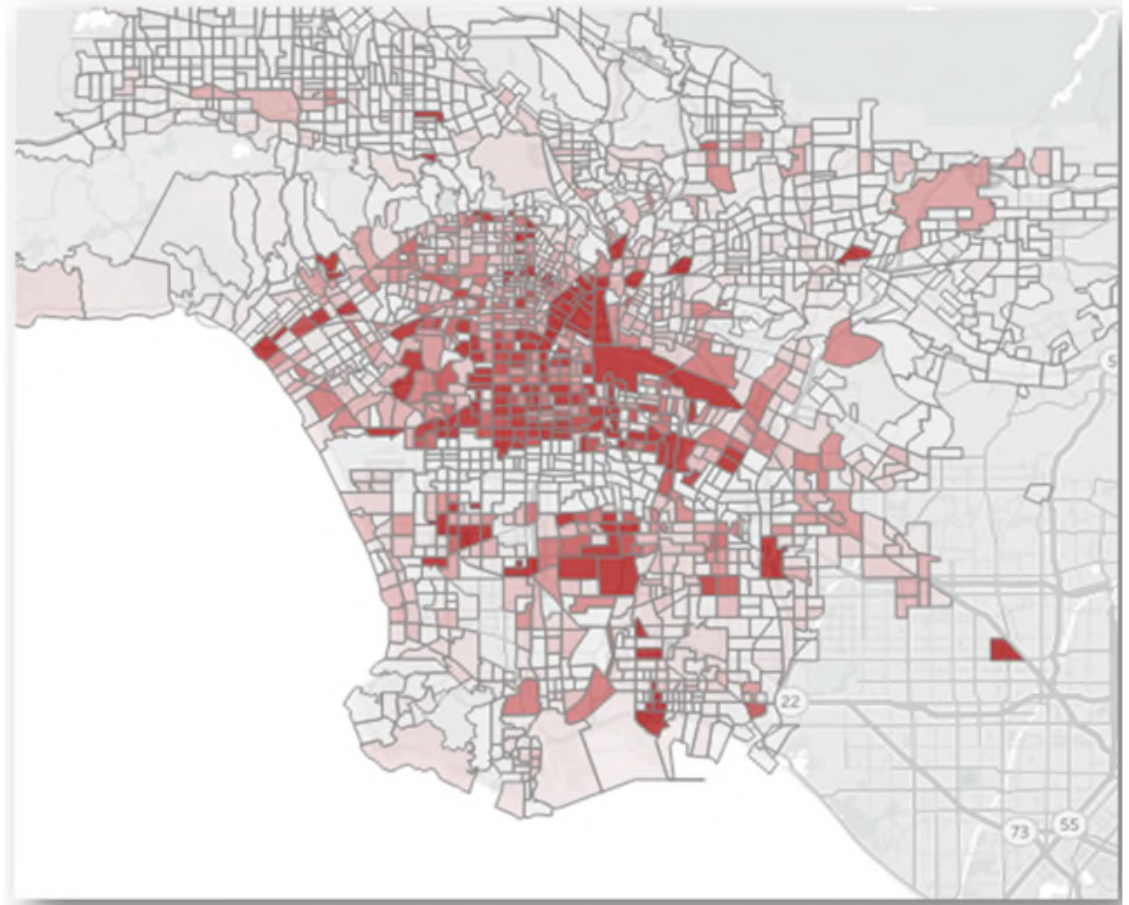


Travel and Transit Demand

C Line (Green) Ridership (TAP data)

- This map illustrates transit trips based on TAP data for C Line between Norwalk and Aviation/LAX Stations.
- C Line riders travel to Equity Focus Communities primarily north of the C Line in South LA, and to downtown LA (Red).
- The NextGen Bus Plan (October 2020) has now created an all-day frequent network of 10-minute service, with better bus services connecting C Line riders to their final destinations.

Figure 3

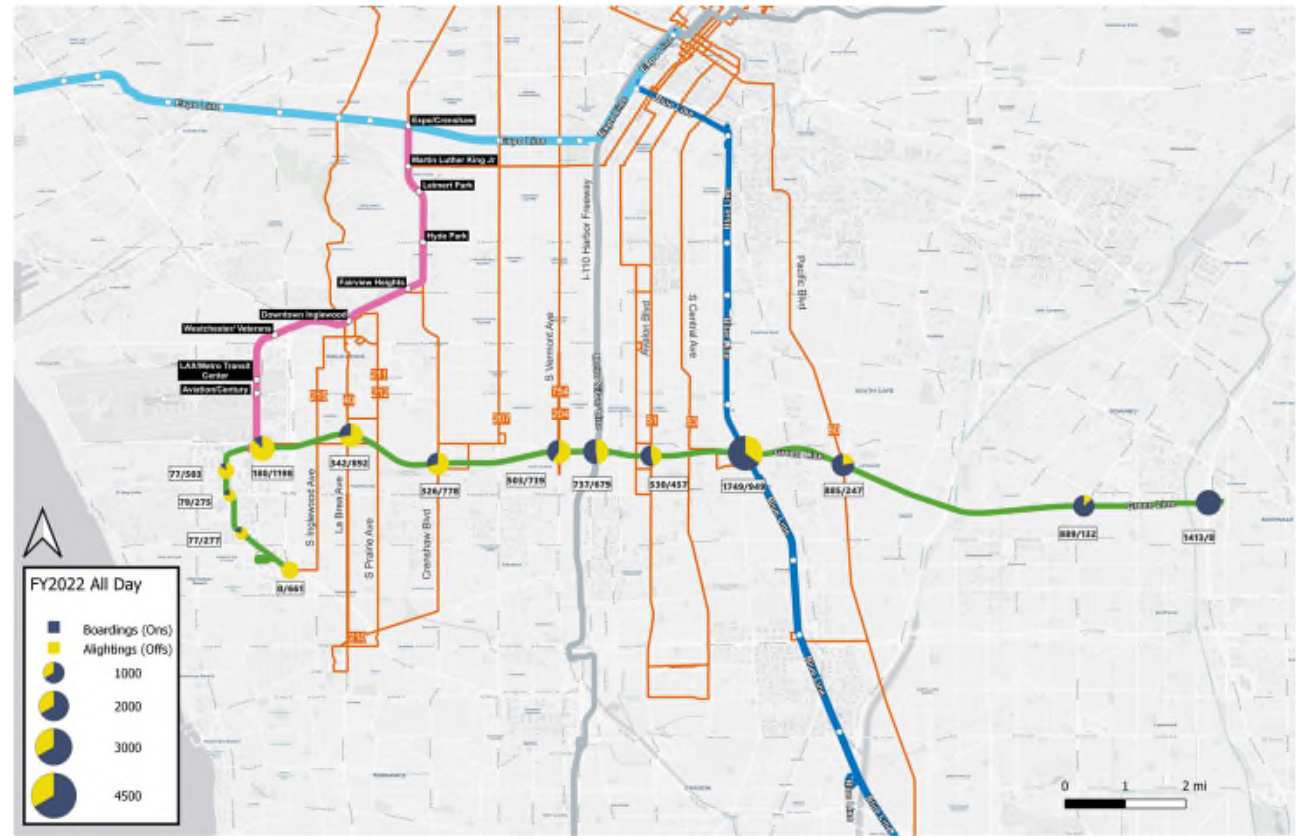


Travel and Transit Demand 2022 C Line (Green) – Westbound All Day

ATTACHMENT C

- In 2022, C Line ridership shows the same patterns as 2019.
 - High turnover (boarding/alighting) of C Line riders occurs at stations between Willowbrook/Rosa Parks and Aviation/LAX
 - These stations link C Line riders with Metro A Line (Blue) Rail, J Line (Silver) BRT, and other key NextGen north-south bus corridors (Central, Avalon, Vermont, Western, Crenshaw, Hawthorne)
 - These NextGen Tier 1 all day high frequency (10-minute or better weekdays) north-south bus corridors link with Equity Focus Communities

Figure 4



C & K Line Operating Plan Survey E-Blast

A Message from Metro



March 21, 2023

Dear Metro Rider,

Metro needs your input as we plan the redesign of the operation of the C Line (Green) Norwalk to Redondo Beach and K Line from Expo/Crenshaw to Westchester/Veterans light rail lines with a new station connection with the LAX Automated People Mover opens in late 2024. This connection will provide a very convenient new option for accessing LAX on Metro.



Please take the survey below to share your opinion on how best to integrate the C and K Lines. By completing this survey, you can enter to win a free Metro 30-Day pass. You will also have the opportunity to sign up for a focus group to provide further feedback.

Thank you for your help in informing the planning of the future operation of the C and K Lines.

[Take the Survey](#)

Thank you for riding Metro.

Joseph Forgiarini

Senior Executive Officer
Metro Service Development and Planning



Estimado pasajero de Metro,

Metro necesita su opinión ya que planeamos el rediseño de la operación de las líneas C y K una vez que se unan y se abra una nueva conexión de estación con LAX Automated People Mover a fines de 2024. Esta conexión proporcionará una nueva opción muy conveniente para acceder a LAX en Metro.



Complete la encuesta abajo para compartir su opinión sobre la mejor manera de integrar las líneas C y K. Al completar esta encuesta, puede participar para ganar un pase gratuito de Metro de 30 días. También tendrá la oportunidad de inscribirse en un grupo de enfoque para proporcionar más comentarios.

Los Metro Ambassadors están aquí para ayudar. Vienen de diversos orígenes que reflejan las comunidades a las que servimos. Tienen experiencias personales y profesionales que les permiten desempeñar su trabajo con compasión, respeto y habilidad.

Gracias por su ayuda para informar la planificación de la operación futura de las líneas C y K.

[Take the Survey](#)

Gracias por viajar en Metro.

Joseph Forgiarini

Senior Executive Officer
Metro Service Development and Planning



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Public Comments C & K Lines Operating Plan

**Facebook Post: Community Meetings on C & K Line Operating Plan
Posted April 4, 2023**

Option 1: 3
Option 2: 40
Option 3: 9
Other: 4
NPE (NPE): 128

Commenter	Comment	Preferred Option
Bob Ela	Definitely not 3. Riders from the South Bay should be able to get to LAX Connector in one seat. Also, that station will presumably be quite busy with pax toting luggage. Pax will be going towards Norwalk, South Bay, or Expo/Crenshaw. Option 3 will crowd South Bay pax with Norwalk pax. Option 1 or 2 will distribute pax more-or-less equally.	NPE
David James Henry	Bob Ela Especially with their plans to extend the line further towards San Pedro	NPE
Hoe Neb	I don't know who planned this survey, but it really misses the point which should be centered around using lax. Thank god swa now flies out of lgb becuz prior to that I would endure the miserableness of using the Norwalk station to save on parking and the numerous transfers of the g-line bus I always felt good after taking that trip due to the face if I encountered a nuclear war I had the preparation after putting up with that trip. Obviously my only decision to use lax has to be a large price difference. I would think providing this option would relieve the lax car traffic, but a caveat with the way the current system is viewed I would only wish it on my enemy a ride on the train comes to mind	NPE
Phoebe Kiekhofer	There really, really needs to be a direct bus from Westchester/Veterans to the LAX terminals in the meantime. It takes no less than 45 minutes to get from the LAX terminals to the K line because of the forced transfer all the way down to the C line. Nobody flying in is using the K line because nobody has that kind of time. Please listen...	NPE
David Galvan	This.	NPE
Paul Yelder	Phoebe Kiekhofer I agree. The current shuttle to the existing bus center could easily be extended to the Veterans station. In the meantime, it's easier/quicker for me to take a bus to LAX and I live right off the new K line. 🙄	NPE
Author Metro Los Angeles	Hi Phoebe. At this time there are no transit buses serving the LAX horseshoe -- from Metro or other agencies. One big issue is that's a very challenging environment with traffic, luggage, keeping buses on any kind of schedule. We know it's not ideal but thankfully not terribly far from much better way to get there via the new station and people mover. ^SH	NPE

Commenter	Comment	Preferred Option
Michelle Bradley	As long as there is no one seat ride from LA Union Station, many stops and crappy seats, this will be used more by airline employees than airline passengers. When I come to Los Angeles, I am still on the Flyaway. LA has not reached the point of London and Tokyo, even Denver. LA had a perfect route to do a one seat semi-express from LAX to LAUS (the Slauson alignment), but they decided to turn that into a bike trail.	NPE
Sabino Cobos	Metro Los Angeles someone told me that is a very old man. RTD use to have services like that. Why can't you do that MTA?	NPE
Sabino Cobos	There are many streets that no longer have buses on it and we're all cancelled over the past 30 years. Why is that MTA. I guess your telling me to go buy a car and not use your system anymore.	NPE
Paul Yelder.	Metro Los Angeles - I take the 102 bus to the bus transit center, and then jump on the terminal shuttle. Temporarily extending this terminal shuttle service to Veterans Station (via Arbor Vitae to Hindry or Aviation/Florence) would be more efficient for K Line riders than the current arrangement. Once the transit center is completed, this leg would be eliminated.	NPE
Phil Obaza	Hold on, back up - 2024? So no K line link to the C line in 2023 anymore? Am I reading this right?	NPE
Joaquin Palacios Zavala	Why don't you take into account what the subway in New York did on their designing so that what was wrong there may be bettered in your designing of the Metro for Los Angeles people? They may have exceptional input to share with you, i believe.Well just an opinion! Thanks for considering the public opinion!	NPE
Jesse Budlong	Joaquin Palacios Zavala NYC subways only cost \$1,000,000,000 per mile.	NPE
Kevin Wheeler	Whichever option, prioritize that trains are clean and safe for children. Are you Metro or Urban Refugee Mobile Housing (URMH)?	NPE
Vince Downing	Honestly Mariposa through Redondo Beach C-Line Stations are used almost exclusively by commuters from the East. There should be an Option 4 that keeps the C line in-tact from Norwalk to Redondo Beach. The K branch should be the line that terminates at Rosa Parks. The Green Line (C) was horribly executed but does one thing well: transport commuters from the East to the (now just somewhat) commercially-rich El Segundo area. All of the proposed options make it bad at the only thing it ever did well.	NPE
Mari Diaz	QUE TNGAN MEJOR SERVICIO PORQUE HOY ESTE DIA MIÉRCOLES 4/5/2022 A LAS 4:5 AM SALI DE CASA Y LA LINIA 4 QUE CORRE DE SANTA MONICA ASIA SENTRO DE LOS ANGELES ESPERE 50 MINUTOS PARA QUE PASA EL BUS ES DE MASODO TIEMPO DE ESPERA Y DISEN QUE TIENEN BUEN SERNVICIO NO ES BERDAD PORQUE UNO TIENE HORA PARA ENTRAR AL TRABAJO ASI COMO LOS EMPLEADOS DE METRO TIENEN SU HORIO TAMBIEN UNO TIENE HORARIO DE ENTRADA AL	NPE

Commenter	Comment	Preferred Option
	<p>TRABAJO SE LES PIDE DE FAVOR MEJORAR EL SERVICIO POR LA MAÑANA GRACIAS FELIZ DIA MIERCOLES DIOS LOS BENDIGA A TODO EL PERSONAL DE METRO 🙏🙏</p> <p><i>THAT THEY HAVE BETTER SERVICE BECAUSE TODAY THIS DAY WEDNESDAY 5/4/2022 AT 4:5 AM I LEFT HOME AND LINE 4 RUNS FROM SANTA MONICA TO DOWNTOWN LOS ANGELES WAIT 50 MINUTES FOR THE BUS TO PASS IT IS TOO MUCH TIME TPO WAIT AND THEY SAY THAT THEY HAVE GOOD SERVICE IT IS NOT TRUE BECAUSE ONE HAS A TIME TO GET IN TO WORK JUST LIKE THE METRO EMPLOYEES HAVE THEIR SCHEDULE, ONE ALSO HAS A TIME TO GET IN TO WORK WE ASK THEM TO PLEASE IMPROVE THE SERVICE IN THE MORNING THANK YOU HAPPY WEDNESDAY GOD BLESS ALL THE METRO STAFF</i></p>	
James McCollum	K Line need to be extended through Mid-city, La Brea, Fairfax to West Hollywood! Also an opportunity was missed by not making a junction a few blocks away from Crenshaw/Expo for the Lines to connect and bring the line to the surface via Obama Blvd	NPE
Victoria Bazlamit	James McCollum Those are only going to be covered in extensions of the purple line over the next several years, unfortunately	NPE
David James Henry	Victoria Bazlamit k line is being extended north actually. They will extend it to the Hollywood Bowl (mostly because it makes the digging cheaper)	NPE
Cee Fitz	James McCollum, yah, the city of West Hollywood, Santa Monica, Beverly Hills, and the area of Cheviot Hills, which is NOT its own city simply because it possesses an “incorporated” sign - fought against public transport - delay delay delay - and there are other incorporated towns in Los Angeles County that gave the finger to Metro trains passing through “their” precious parts of town. No objection to plowing under businesses and roads in “other” people’s parts of town.	NPE
Victoria Bazlamit	David James Henry I guess technically it's a K line extension but there are 3~ different lines pending. The purple is the only one 100% approved to extend	NPE
Author Metro Los Angeles	James McCollum Hi everyone. We do have a project to extend the K Line north to Hollywood/Highland and potentially the Hollywood Bowl. At present it's a long-term project but there's already been planning work on potential routes, etc. Here's the project page with map of routes under study. Pretty interesting stuff and sure seems like a line that would attract a lot of riders. Take a gander: https://www.metro.net/projects/crenshaw-northern-extension/ ^SH	NPE
Eduardo Calderon	Cee Fitz west Hollywood wants the K Line through their city though	NPE
Cee Fitz	Eduardo Calderon, it ought never have purposefully covered up the original tracks. 🙄 Let WeHo pay for it.	NPE

Commenter	Comment	Preferred Option
David James Henry	Victoria Bazlamit well the purple line is almost completely finished.	NPE
Ashish Gupta	Metro Los Angeles 2047?!?	NPE
Victoria Bazlamit	David James Henry Nah, it won't be fully completed until 2027. It has extensions planned too https://www.metro.net/projects/westside/	NPE
David James Henry	Victoria Bazlamit i was misinformed. I spoke to a guy who works on the D Line project, he was very confident we would be riding on it like next year at the latest.	NPE
Victoria Bazlamit	David James Henry For like 3 stops only, unfortunately. I think it was originally slated to be done in 2019, then 2021, then 2023 and now 2024. They approved the project altogether in 2012. Thats 7 years to even START construction. I can only imagine the delay on the other extensions. I know they act like they can get it together before the Olympics but they've got too much to be squished into 5 years	NPE
Donald Russell	Why didn't anyone think about building the LAX station BEFORE construction of the station began??? It's not like the people mover was something they just came up with!	NPE
Tyra Whoasking	I voted already I chose option 2	Option 2
Mark Montoya	Tyra Whoasking me too.	Option 2
Nawaday Lee	Option 1 Majority go to Lax, are not from local.	Option 1
Mitch Dorf	Metro Los Angeles why isn't there a direct station at Sofi? Did they lobby so they can charge \$70 to park? I've asked this before and all I got was crickets from you. Also, why on earth did you not plan to connect the D and E and create the "Santa Monica Loop?" And, thank you Pammie O' for not having ALL Santa Monica trains elevated, as funded and approved. Couldn't help but get that \$\$ grab for train skin advertisement at grade could you? Hope you made out well with that.	NPE
Sam Antell	Mitch Dorf sofi will be served by a people mover, similar to how LAX will be served. https://en.m.wikipedia.org/wiki/Inglewood_Transit_Connector	NPE
David Galvan	re this statement: "Constructing the station involves track work -- thus the reason we can't run trains through the site." Why does construction work on the LAX People mover involve track-work on the K-line tracks?	NPE
David James Henry	David Galvan The people mover will be completed before this station is finished	NPE
David Galvan	David James Henry Oh I see. I misunderstood and thought the people mover construction was the holdup, but it's the Metro station at LAX/Metro Transit Center. Thanks for clearing that up.	NPE
Author Metro Los Angeles	Hey David. The people mover is elevated and above our tracks. The issue is we had to build new track, move some track and the construction work is right next to our tracks and we can't be sending trains through every few minutes while building. Not ideal but that's	NPE

Commenter	Comment	Preferred Option
	how the timing of everything worked out. Good news is we're a lot closer to finish line than start line. ^SH	
Jonathan Chue	The last I heard, the remaining segment of the K line will be open sometime in 2023, but the LAX APM station won't be operational until 2024. Has that officially changed? Will both not be open until 2024?	NPE
Cmb Bryant	Great, because now it's a train to nowhere	NPE
Jerry Puga	So if I'm using the metro line to go from Pasadena to LAX, which one would be the most direct with the least amount of transfers? Getting people from the SGV to LAX in the best option possible	NPE
David James Henry	Jerry Puga After the Regional Connector is built, you will take the E Line (Gold) all the way to Expo/Crenshaw, transfer to the K Line (Pink) and ride to the end of the line. When the airport station is finished, you'll transfer to the LAX people mover. Two transfers.	NPE
David Manciatì	David James Henry no he would need to go from Pasadena to a Little Tokyo on the A line then transfer to the E to Expo/Crenshaw then Transfer to the K line and then transfer to the LAX people mover. But honestly it would be faster and more convenient to just go from Pasadena to Union and go on the LAX Flyaway.	NPE
David James Henry	David Manciatì you're right, I had to double check. It's really confusing to figure out since the colors are changing	NPE
Jerry Purga	David Manciatì correct. That is why I would not take the metro from here. But just imagine if they had a more direct way to LAX. I would get rid of lots of traffic on the streets.	NPE
Hal Corbo	Metro Los Angeles ... - Hear me out on this suggestion... Add a connector from the current EXPO line to the K Line.... then L (Gold Line) East LA - Downtown LA - LAX - South Bay ... Run the A (Blue Line) Long Beach - Downtown LA - Pasadena - Pomona and transition the EXPO line to run Santa Monica - LAX - Norwalk Running a line from Downtown LA to the South Bay via LAX/K Line would be far more popular than these 3 options.	Other
Alexander Banos	The E Line (Expo) route on these proposed maps are still colored light blue along with it's easternmost final destination set to Downtown LA. But the A Line (Blue) route in the proposed maps already has its new northernmost final destination set to Azusa. By then, the new E Line will be colored gold along with its new easternmost final destination set to East Los Angeles.	NPE
Wayne Wright	Option 3	Option 3
Yvette Benner	Option 2	Option 2
Mark Morataya	Yvette Benner me too.	Option 2
Oscar Perez	Ok pero es otro hotel para los homeless porque en todos los trenes que uno se sube parecen dormitorios públicos llenos de homeless y van fumando y tomando es un peligro para los pasajeros	NPE

Commenter	Comment	Preferred Option
	<i>Ok but it's a hotel for the homeless because in all of the trains that one boards they look like public dormitories full of homeless and they go on smoking and drinking its dangerous for passengers.</i>	
Dylan Neidorff	Is there no junction at Crenshaw that would allow K trains to go east down the Expo line to 7th/Metro for a one train, no change, service between Downtown LA and LAX?	NPE
David James Henry	Dylan Neidorff No because the K Line is underground at Expo/Crenshaw	NPE
Sabino Cobos	Here is my input. 24 HOUR SERVICE ON ALL TRAINS!!!!	NPE
Abraham Gonzalez	Option 3 sounds nice! It would be like the red and purple lines!!	Option 3
Longo Chu	Option 2!	Option 2
David Keenan	Option 2 and extend the K Line to Long Beach. The 405 Corridor needs rail transit all the way through.	Option 2
Steve Sichi	Done. Thanks for the opportunity! Love Metro!	NPE
Christopher Ide	option 2	Option 2
Mike Madison	Option 2 for sure	Option 2
Mark Morataya	Mike Madison me too.	Option 2
Richard Snyder	Option 2's the best of the three. Having dedicated north/south and east/west lines make the Metro system more intuitive and easier to navigate, and it still gives direct LAX access for two lines.	Option 2
Mark Morataya	Richard Snyder I agree.	Option 2
David James Henry	Richard Snyder i didn't think of this, you're right	Option 2
Earnest McCall	Great work being doing!! 😊	NPE
Ai Lyn Young	Option 2 Or you keep GREEN line as it is.,	Option 2
Mark Morataya	Ai Lyn Young I agree	Option 2
LuvErica Turner	I like option 2	Option 2
Mark Morataya	LuvErica Turner me too	Option 2
Oscar Martinez	I don't mind as long it can me get there	NPE
Lennie Simpson Lafaurie	Option 2 makes more sense.	Option 2
At Toyzume	Option 2	Option 2
Mark Morataya	At Toyzume me too	Option 2
Sherwin Easly	Option 2....Is The Best....	Option 2
Mark Morataya	Sherwin Easly I agree.	Option 2
Oscar Flores	Sherwin Easly this id gonna be fun when I ride the metro lines again	NPE
Jon Bush	Option 2	Option 2

Commenter	Comment	Preferred Option
Mark Morataya	Jon Bush me too	Option 2
John Bellagiolake	Metro K line from Redondo Beach station to Expo Crenshaw and Metro C line from Norwalk to Expo Crenshaw Is the best solution idea. So LAX/Metro Transit station is the best station hub for easy transfer.	Other
Keke Robinson	Option 2 looks more interesting	Option 2
Bill Lam	Option 3 is the best choice than the other options with the modification of option 3 is that the C Line service would still run between Norwalk and Redondo Beach, the K Line service would run between Expo/Crenshaw and Norwalk, and the new Olive Line service(whatever the new line letter is) would run between Expo/Crenshaw and Redondo Beach. That way people can potentially avoid transferring trains at Aviation/LAX(later renamed to Aviation/Imperial) and Aviation/Century so that riders can save more travel time and enjoying a one seat ride around as well	Option 3
Jose Luis Acevedo	Muchas gracias por todo lo que ase METRO que DIOS BENDIGA a todos los trabajadores por que asen un trabajo pesado y peligroso y para no tener contratiempos ay que salir más temprano de casa para ir a trabajar oh a las actividades que uno haga a diario principal mente donde están trabajando los de METRO QUE DIOS LOS BENDIGA SALUDOS Y ÁNIMO METRO <i>Thank you for everything. What METRO does may GOD Bless all the workers because they do a hard and dangerous job and to avoid setbacks one has to leave home earlier to go to work or activities that one does daily especially where theyre working those from METRO MAY GOD BLESS SALUTATIONS AND KEEP IT UP METRO</i>	NPE
Jay Rosa	Eyana Wright looks like we will be able to just take the train and beat traffic 🤔	NPE
John Huang	Thank you for the information I hope that the signals will work if that's possible	NPE
Sunny Chen	I meant 4 stations by extending light green like to transfer at Inglewood station	NPE
Daryl MY	Option 2 for sure 😊	Option 2
Jelani Davis	Option 3 hands down	Option 3
Jordan Lee	Option 4: Blow up Los Angeles and start over. We'll have a cleaner city and we can plan the replacement much better!	NPE
Michael Stocker	Definitely not option 3. Option 1 is good as long as you have the C Line end at Expo/Crenshaw instead of LAX/Metro transit Center. Option 2 is good as long as you have the C Line end at Expo/Crenshaw instead of LAX/Metro Transit Center.	Option 1 or 2
Jim Johnson	Option 3 looks like it makes the most sense.	Option 3
Jeriteri Tenorio	3rd choice	Option 3
Elvis Vallejo	we need more metros and light rails in our country !!!! thank you for trying los angeles	NPE

Commenter	Comment	Preferred Option
Bee Dubb	Open Century and Airport... 🙄	NPE
Metro Los Angeles	Bee Dubb When we can get trains through construction site safely we will. Appreciate the patience. We're eager for everyone to be good-and-done too! ^SH	NPE
David James Henry	Metro Los Angeles hey Metro? Good job responding to comments, y'all weren't nearly this responsive last year.	NPE
Bee Dubb	Metro Los Angeles THE TRAINS TRAVEL THROUGH AND HAVE BEEN TRAVELING THROUGH. YOU JUST CHOOSE TO NOT LET PASSENGERS ON. WHAT IS YOUR NEXT LIE???	NPE
David James Henry	Bee Dubb did you not read what they said	NPE
Bee Dubb	It is running empty.	NPE
Jordan Lee	Thank you for building all this new housing for the homeless!	NPE
Ill E Go	Y isn't this promoted on the Green line only on the k line. ? 🙄	NPE
Kahlil James Menilek II	I think option three is the worst.	NPE
Jose Luis Acevedo	Thank you	NPE
Helen Pal	Christopher Corrasa	NPE
Iker Castaño	3	Option 3
Josue Ezequiel Gonzalez Osoria	3	Option 3
Kevin Wheeler	3	Option 3
Julio Altonio	Option 1. You have more ridership coming via the A line from Long Beach so it would make sense to prioritize having more riders be able to take a one seat trip from Willowbrook to LAX and Expo (where they can then transfer to the E line) I don't like option 3. That branch of the C line along the 105 doesn't seem that busy or important enough to me to have interlined with two lines and double wait times for people coming from Willowbrook and heading to either Redondo Beach or Expo (most will be heading toward expo anyway)	Option 1
David James Henry	Julio Altonio with your concerns in mind, I think option 2 fits better because option 1 would force all Redondo Beach residents who want to travel someplace other than the airport to transfer	Option 2
David Güldenpfennig	Why the K doesn't connect Downtown, the American transit are so bad.	NPE
Serena Delgadillo	David James Henry or even the A line if options 1 or 3 are picked!	NPE
Jeriteri Tenorio	David Güldenpfennig it will connect to Hollywood instead	NPE

Commenter	Comment	Preferred Option
Michail Takach	I can understand the question: why would an AIRPORT line not connect directly to downtown? Are residents (or even tourists) really going to transfer 2-3-4 times from the LAX People Mover to their destination -- with luggage or children? As an alternative to driving to the airport, the K Line is not an especially viable alternative.	NPE
Richard Mancilla	David Güldenpfennig there's nothing to do in downtown la,	NPE
Jane Shevtsov	Michail Takach Downtown is pretty far from where most people live. You want to run closer to residential areas.	NPE
Michelle Bradley	Metro had the perfect alignment to run semi-express trains from DTLA to LAX (the Slauson alignment), but it looks like that's going to be a bike trail instead. #priorities	NPE
David James Henry	Serena Delgadillo Gotta be honest, i prefer option 2 because option 1 would relegate the C line into becoming a branch line of the K line (inconvenient for anyone in Redondo Beach) and Option 3 would leave room for only one line at LAX Transit Center, meaning that C Line passengers would need to transfer for the trip to the airport.	Option 2
David James Henry	David Güldenpfennig The K Line doesn't need to connect downtown. Transfer to the E line to get to Downtown.	NPE
St Brendan	Are you going to stop junkies from shooting up in the stations? That would be cool if you did that.	NPE
Tony Hoover	https://www.cbsnews.com/.../1-person-stabbed-multiple.../...CBSNEWS.COM person stabbed multiple times on Metro train headed to MacArthur Park	NPE
Majed Zeidan	Option 2	Option 2
Kevin Villagomez Valencia	Option 2	Option 2
Mark Morataya	Kevin Villagomez Valencia me too	Option 2
Daniel Perez	Add security	NPE
David Galvan	Option 1	Option 1
Michael Stocker	How come none of the options have both the C Line and the K Line terminating at Expo/Crenshaw so that they can both connect with the E Line?	NPE
Joseph Gorla	Excited to see getting built	NPE
Frank Alvarez Delgado	Hmm interesting. What about if you live in the San Gabriel Valley, which one would be the best option? Any options?	NPE
Matt Lashbrook	David James Henry *** Pasadena (Azusa) -> Long Beach & East LA -> Santa Monica. I would much rather prefer Pasadena (Azusa) -> Santa Monica though. Hopefully the data will suggest that they change that.	NPE

Commenter	Comment	Preferred Option
David James Henry	Frank Alvarez Delgado After the Regional Connector is built this year, the E Line will travel all the way from Santa Monica to Pasadena, you'll take that train to Expo/Crenshaw and then transfer to the K Line	NPE
Kevin Chu	Frank Alvarez Delgado Maybe take the Silver line from El Monte and change K line at Harbor Hwy, then change to people mover?	NPE
Marshall Knight	Voted. But it bears mentioning that the actual best solution — interlining both the C and K between LAX and Expo/Crenshaw — is considered impossible because of poor planning. Hopefully the power and throughput constraints can be solved someday but for now we're stuck choosing between several lesser options.	NPE
✍️ Author Metro Los Angeles	Marshall Knight Thanks for taking the survey Marshall. Appreciate the interest and input! ^SH	NPE
Jonathan Kaslow	Marshall Knight this is the correct take.	NPE
Ronny Rueda	Marshall Knight it's the limitation of having a mostly at grade system. If expo had been had been designed will full grade separation from Crenshaw all the way to 7th/metro center the interlining scenario with the k line would have been more likely.	NPE
Drew Reed	Option 2! Then if they eventually do a line over the Sepulveda pass they can extend it down to connect with the green line/C.	Option 2
Mark Morataya	Drew Reed me too	Option 2
David James Henry	Drew Reed Hopefully it will be heavy rail so we will have 3 different lines intersecting at LAX/Metro Transit Center and Aviation/Century	NPE
Drew Reed	David James Henry Good point.	NPE
Owen Reese	Drew Reed More likely the Sepulveda line will be heavy rail metro, unable to connect to C line. Instead, the C line could connect to a new line up Lincoln Blvd to Santa Monica.	NPE
Ferez Khavarian	Lance Mako Linden when I visited SFO. I loved how the BART picks right up at the airport. Easy transfer with such heavy luggage.	NPE
Michael joseph Beaman	Option 2 is best. The others inconvenience people too much. People need direct routes to important places as much as possible. Too many transfers and they'll just drive. Public transit needs to be shown as a better option than driving. Get people out of their cars as much as possible.	Option 2
Mark Morataya	Michael Joseph Beaman I'm going with option 2.	Option 2
GoGetta Montana	#2	Option 2
Joshua Fruhlinger	Has the opening of the connection between the K and the C now been pushed back to 2024? For a while Metro was saying that the connection would open in late 2023, with LAX/MTC opening in 2024.	NPE
Mark Bonilla	Option 2, if C Line could also extend east to Santa Fe Springs and north to Santa Monica	Option 2

Commenter	Comment	Preferred Option
Christian Anthony Horvath	Option 2	Option 2
Maksymilian Ormianin	2 sounds logical, yet I don't understand why C shouldn't go all the way to Expo. I don't know how the track layout is like at LAX, but I guess it would be better to allow people to use transit with least changes possible. For that see Munich's U-Bahn as an example, many lines run parallel with each other	Option 2
Ken Francis	Make the trains clean and safe, otherwise the ridership you want will not use the system.	NPE
Lance Mako Linden	This is long overdue Why doesn't the K Line go directly into LAX?? it's just poor planning on the city and Airport Authority's LAWA's part other cities have had rail to their airports for years just look at SFO DFW NRT HKG LHR OSL ARN JFK CDG PDX SEA all these other cities have a direct rail line to their Airport	NPE
Metro Los Angeles	Lance Mako Linden Long long story there that played out in planning this. Building the K Line or a spur line either under the airport or threading it through the airport would have been difficult. Ultimately the decision was made that a people mover linking to our system was the best way to go. I think it will work well and make it easy to get from new LAX/Metro Transit Center station to the airport terminals. ^SH	NPE
David James Henry	Metro Los Angeles Whoever was in charge of LAX in the 30s should have implemented a rail connection. But that's coulda woulda shoulda thinking. The people mover is an excellent upgrade to what we have now.	NPE
Ferez Khavarian	Lance Mako Linden when I visited SFO. I loved how the BART picks right up at the airport. Easy transfer with such heavy luggage.	NPE
Jimmy Gottlieb	Lance: JFK doesn't have direct rail. It also has a (very expensive and slow) people mover 🙄. HND here in Tokyo used to just have a monorail, but direct real rail was added some years ago.	NPE
Alissa Kate Moore	Honestly it's ridiculous that the you can't go directly from dtla to lax on the metro, too many transfers	NPE
David James Henry	Alissa Kate Moore After this part of the track is finished, it will be one (1) transfer from the K Line to the E Line.	NPE
Riker Muley Bono JohnnyKasitz	Avoid all rail to LAX, extend only 3 miles on of Red line to Burbank Airport done...	NPE
RoseAnn Zirpoli	3 stabbings in 1 week near red line DO BETTER	NPE
Martin Nemeth	Get your act together with the existing lines before any more expansion.	NPE
Keke Jones	Michael Fetaru	NPE
Michael Fetaru	Keke Jones C Line all the way	NPE

Commenter	Comment	Preferred Option
Moss Mini	Strong strong riding. https://www.foxla.com/.../4-wanted-in-mans-alleged-hate...	NPE
Jairon Torres	P. T.	NPE
Israfael Diaz	Let build a rail road to eat la where people won't use it at all sold!	NPE
Ben d'Abo	?	NPE
Edgar Luna	Korina Solis	NPE
Korina Solis	Edgar Luna I like K line 😊	NPE
Cris Kun	Keep the green line how it is and end the K line on redondo Beach best option! Metro Los Angeles	Other
Mark Morataya	Cris Kun I agree	NPE
Joseph R. Dutra	Yay...another post having nothing to do with making trains, stations, buses safer for passengers. Metro Los Angeles is a complete joke.	NPE
Wendy Moto	Joseph R. Dutra This country doesn't, and never will, know how to do public transportation right. That's one of the main things I envy when I travel to Australia.	NPE
David Manciatì	Joseph R. Dutra I've been to some of their Board Meetings and you need to telephone in or go in person. Last Operations meeting two board members invited this Organization that was advocating for removal of police and that we should let vagrants alone. I was the only one that was asking for cleaner/ safer and stronger police presence.	NPE
Michael Stocker	Since it's not looking like the K Line will be extended down to the C Line until the end of the upcoming NFL season, you should add a Sofi Stadium Shuttle route between the Downtown Inglewood Station and Sofi Stadium for the 2023 NFL season.	NPE
Allen Carter	Michael Stocker This would have also helped greatly for WrestleMania 39 last weekend at So-Fi. Without this shuttle connection, the only other use that the current K Line segment has outside of The King Day parade, is to go to the original Randy's Donuts.	NPE
Wayne Wright	Michael Stocker You know that Inglewood is Building a People Mover from Downtown Inglewood Station to So-Fi.	NPE
Michael Stocker	Wayne Wright I know. But until it's finished they need a Sofi Stadium Shuttle route between the Downtown Inglewood Station and Sofi Stadium.	NPE
Author Metro Los Angeles	Michael Stocker Definitely something we want to do. One ongoing challenge has been staffing it properly -- we also need to ensure that all our bus routes across the county are adequately staffed. ^SH	NPE
Michael Stocker	Metro Los Angeles starting in the 2023 NFL season, you should also have a shuttle between Los Angeles Union Station and Sofi Stadium. Have this shuttle start taking people from Los Angeles Union Station to Sofi Stadium 3 hours before the scheduled start time of every Rams home game and every Chargers home game. Have buses leave Los Angeles Union Station for Sofi Stadium every 20 minutes with the first	NPE

Commenter	Comment	Preferred Option
	<p>bus leaving Los Angeles Union Station for Sofi Stadium 3 hours before the scheduled start time of every Rams home game and every Chargers home game and the last bus leaving Los Angeles Union Station for Sofi Stadium at the scheduled start time of every Rams home game and every Chargers home game. Then after the end of every Rams home game and every Chargers home game, have the buses take people from Sofi Stadium to Los Angeles Union Station on a continuous basis (each bus leaving once it's full) with the first bus leaving Sofi Stadium for Los Angeles Union Station at the end of every Rams home game and every Chargers home game and the last bus leaving Sofi Stadium for Los Angeles Union Station 2 hours after the end of every Rams home game and every Chargers home game (have the last bus that leaves Sofi Stadium for Los Angeles Union Station leave Sofi Stadium for Los Angeles Union Station 2 hours after the end of every Rams home game and every Chargers home game regardless of how full or empty the bus is).</p> <p>So that it does not interfere with Dodger Stadium Express bus service, at Los Angeles Union Station have this bus pick up and drop off fans at Bay 3 of the Patsaouras Transit Plaza (which is where the Dodger Stadium Express used to pick up and drop off fans before it moved to the Historic side of Los Angeles Union Station).</p> <p>The pregame route this shuttle will take non-stop from Bus Bay 3 of the Patsaouras Transit at Los Angeles Union Station to Sofi Stadium will be via turning right on Vignes street, then taking Vignes Street to the northbound 101 freeway on-ramp, then merging onto the northbound 101 freeway, then taking the northbound 101 freeway to the northbound 101 freeway/southbound 110 freeway interchange, then taking the regular southbound 110 freeway to the southbound 110 freeway Metro Express Lanes, then taking the southbound 110 freeway Metro Express lanes to the southbound 110 freeway Metro express lanes/westbound 105 freeway HOV lane interchange from the southbound 110 freeway Metro Express lanes to the eastbound 105 freeway HOV lane, then exiting the eastbound 105 freeway HOV lane when legally able to do so, then taking the Prairie Street exit, then turning left onto Prairie Street, then taking Prairie Street to East Arbor Vitae Street, turning right onto East Arbor Vitae Street, and then taking East Arbor Vitae Street to the Sofi Stadium bus loading zone to discharge the fans.</p> <p>The post game route this shuttle will take non-stop from the Sofi Stadium bus loading zone to bus bay 3 of the Patsaouras Transit Plaza at Los Angeles Union Station will be via turning left onto Prairie Avenue, taking Prairie Avenue to Imperial Highway, turning right on Imperial Highway, taking Imperial Highway to the eastbound 105 freeway on-ramp, merging onto the eastbound 105 freeway HOV Lane and entering it when legally able to, taking the eastbound 105 freeway HOV Lane to the eastbound 105 freeway HOV Lane/northbound 110 freeway Metro Express lanes interchange, taking the northbound 110 freeway Metro Express lanes, taking the regular northbound 110</p>	

Commenter	Comment	Preferred Option
	<p>freeway to the northbound 110 freeway/southbound 101 freeway interchange, taking the southbound 101 freeway to exit 2A toward Alameda Street/Union Station, turning left onto E Commercial Street, turning left onto Center Street, continuing straight, and then turning left into the Patsaouras Transit Plaza and heading over to bus bay 3 to discharge the fans.</p> <p>Since the Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, and Amtrak thruway buses (all of which go into and out of Los Angeles Union Station) run less frequently than the Metro Rail, Metro bus rapid transit, local Metro buses, and local non-Metro buses, this non-stop shuttle service between Los Angeles Union Station and Sofi Stadium will make it so that people going to and from Sofi Stadium for Rams home games and Chargers home games via Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, and Amtrak Thruway buses will have a better chance of making it to the game on time and then after the game catching their Metrolink train, Flixbus bus, Megabus bus, Greyhound bus, Amtrak train, or Amtrak Thruway bus back than they would if they had to take other transit in addition to one of the current Sofi Stadium Shuttle routes operated by Los Angeles County Metropolitan Transportation Authority or Gardena Transit. The Sofi Stadium Shuttle between Los Angeles Union Station and Sofi Stadium will also connect at Los Angeles Union Station to the B Line, D Line, L Line, J Line, and many other local Metro and non-Metro buses in addition to 3,000 parking spaces. So due to the connections to Metrolink trains, Flixbus buses, Megabus buses, Greyhound buses, Amtrak trains, Amtrak Thruway buses, the B Line, the D Line, the J Line, the L Line, many other local Metro and non-Metro bus routes, and 3,000 parking spaces this Sofi Stadium shuttle route that will go non-stop between Los Angeles Union Station and Sofi Stadium is sure to be at least as popular as the Gardena Transit Sofi Stadium Shuttle route that goes non-stop between the Harbor Gateway Transit Center and Sofi Stadium for every Saturday and Sunday Rams home game and every Saturday and Sunday Chargers home game.</p>	
Mitch Dorf	Michael Stocker People mover? Why wasn't a station just made there? 161,000 people visited Sofi this past weekend and they KILLED it with \$70+ parking. Hmmm, there's your answer.	NPE
Philippe Joffe	We did this last month.	NPE
David James Henry	Philip Joffe it's a continuous process to ensure that more people have a voice	NPE
Brian Carrol	Option 2 👍	Option 2
Mark Morataya	Brian Carroll me too.	Option 2

Facebook Post: Take our new survey on the C and K Line Operating Plan!
Posted April 14

Preferred options expressed:

Option 1: 0
 Option 2: 1
 Option 3: 1
 Other: 1
 No preference expressed (NPE): 16

Commenter	Comment	Preferred Option
Max Rico	Option 2 for sure. Keep the K Line as a north-south backbone of the system, particularly when it extends into Hollywood 🤔	Option 2
B Rene Poydras	Option #3. It provides two lines of service along the 105 frwy, within the heavily ridden section of the 105 freeway between Aviation/LAX and A Line Willowbrook.	Option 3
Tony Hoover	Right in front of the metro station. Coincidence? I think not. https://ktla.com/.../1-shot-in-the-head-on-hollywood.../... Person shot in the head on Hollywood Boulevard, suspects at large	NPE
Julia Matulionis	Does it ask if we like the letters more than the colors? Because I hate it 🤔 so confused	NPE
Dennis Sosa	Julia Matulionis We went to letters because as the system grows, colors get fuzzy, and also letters are better for color blind people. They're still keeping colors, along with letters.	NPE
Julia Matulionis	Dennis Sosa color blind people can still read the names of the lines though. It's not like the signs don't say gold line purple line etc	NPE
Dennis Sosa	Many of the signs did not say "BLUE LINE" etc. also, it's simpler a big bold "A" in blue or with a blue background. 🤔	NPE
John Walker	Metro - please make the system safer. The stories on crime are driving people away.	NPE
Richard Torres	Metro is working so hard in building a better and safer projects for the public.	NPE
Ben Herndon	Nothing about schedules at Lincoln/Cypress on monitors or ticker.	NPE
Hal Corbo	Better option: build another connector to expo line & run a South Bay- LAX- Downtown LA- East LA option. Union Station to LAX makes the most sense.	Other
Ildelfonsi Sosa	All the homeless and people sleeping on the Metro we donot find place to seat	NPE

Commenter	Comment	Preferred Option
Edgar Luna	Korina Solis	NPE
T John Edgin	Garbage. Another squandering of taxpayers money to an agency with a proven record of gross mismanagement.	NPE
Marc Papas	T John Edgin Another metro post and another immediate vague whinging comment from T John Edgin. What is garbage about this post in particular 🤔? They are trying to figure out the best alignment of a new line to optimize the system. Sounds like proper management to me!	NPE
T John Edgin	Marc Papas Wait until it actually starts operations.	NPE
Marc Papas	\T John Edgin So it's garbage b/c of what *might* happen in the future 🤔. Sick. I'll look out for it and follow up with you when service begins so we can evaluate it's performance.	NPE
Michael Dyer	I would like my public transportation a little less stabby👤	NPE
Uriel Campos	What you need is a plan to reduce crimes and people getting stabbed 🗡️🩸. Blood is in your hands.	NPE

Facebook Post: Public meeting on C & K Lines operating plan on Wed at 6:30pm at Hilton Garden Inn Posted 4/26/2023

Preferred options expressed:

Option 1: 2
 Option 2: 10
 Option 3: 3
 Other 1
 No preference expressed (NPE): 18

Commenter	Comment	Preferred Option
Hal Corbo	Option 4. Build a tunnel connector to the expo line. Run a South Bay - LAX- Downtown LA - Union Station - East LA train. It would be a one stop from Union Station to LAX.	Other
Dan Gutierrez	Option 3 doesn't penalize existing El Segundo workers who use C to reach A.	Option 3
David Keenan	I like Option 2 -- looks more like a "corridor service" that could be extended in both ends 😊	Option 2
Mark Morataya	David Keenan ME too	Option 2
Joe Rahman	OPTION 1 .More people have fewer transfers.C line can run to the stadiums on game days	Option 1
Kirkle Rama	Stop using the stupid letters!	NPE
Bruce Joycelyn	Kirkle Rama hello 🍌	NPE
Christopher Michel	Option 2 please! Then extend the green line from LAX up Lincoln to Santa Monica!!	Option 2
Mark Kelley	Option 2 really makes more sense	Option 2
Mark Morataya	Mark Kelley I agree	Option 2
Ken Ishiguro	Unless railcars are set up to take luggage and most importantly travelers feel safe when well-dressed and with luggage, the Metro won't be attractive to airline passengers. It will be great for airport employees. Trip time from most points in the LA mmetro area to/from curbside at the terminal will often be faster by car. There needs to be dedicated airport express trains from points in the SFV, DTLA, South Bay, OC, IE, etc. Compare to airport trains in London, Tokyo, and Sydney to name a few....	NPE
Hoe Neb	Ken Ishiguro wrong I ride the metro a lot on weekends the travelers do it to save coin maybe in the case of the Japanese they don't care to put up with driving. I use to use the metro and park at the Norwalk station to save parking fees	NPE
Alexander Banos	Option 2 is the best. This allows the C Line (Green) to run directly to LAX Airport via I-105 Freeway median, just like LA Metro had envisioned since the 1990's. The K Line can take over the existing C Line route towards	Option 2

Commenter	Comment	Preferred Option
	El Segundo and Redondo Beach, basically running along the former Santa Fe Harbor Subdivision tracks. This change of line routes can also allow the C Line to extend north towards Marina Del Rey and Santa Monica, and the K Line to extend south to Torrance.	
William Doll II	Option 3 is best. Going west, you have options before the last transfer stop at Aviation/LAX. Going east to Norwalk, any train will work to get you to Willowbrook. I would make both lines end at Norwalk BUT with plans to extend the track to the Santa Fe Springs Metrolink to add a connection to regional rail services. Takes the pressure off Union Station for those who aren't going to DTLA	Option 3
James Dusenberry	If the big question is what route works best with the new LAX connection, you need to work with LAX to get data on what areas of south and east LA county do frequent flyers come from. Otherwise you could design a route that's less convenient for more people who would potentially opt to take Metro over driving to LAX.	NPE
Michelle Bradley	James Dusenberry a local (as opposed to an express) line is more likely to attract airport employees than airport passengers.	NPE
James Dusenberry	Michelle Bradley Well we didn't just spend several years and billions of dollars just for airport workers to commute via metro, we did it for the millions of passengers a year who pass through LAX. But either way, Metro Los Angeles would need data on where employees live and commute from to make this decision — NOT uninformed public opinion, but data and evidence driven decision making.	NPE
Hoe Neb	James Dusenberry you're assuming most took public transportation to get to lax right now only the ones that are economically challenged ride metro to lax and that would remain the case	NPE
James Dusenberry	Hoe Neb No, actually, I'm saying Metro is trying to decide the best path for these two lines in relation to the new LAX people mover connection. So the best way to choose an option is not a public forum with everyone giving their own biased opinions, but to instead study who most frequently goes to LAX & where they come from, so they can make the most convenient routes cater to people in those areas, which will get the most number of people out of their polluting/traffic-creating cars and onto Metro instead; which is the entire point of this multi billion dollar project.	NPE
Hoe Neb	James Dusenberry I still contend that the only ones who will take metro are the economically challenged or plain cheap. It's still far faster to be dropped off at lax	NPE

Commenter	Comment	Preferred Option
	versus public transport. Also, just basing the study off possible extra revenue to lax without considering existing commute patterns is foolhardy. Besides as there stat shows ridership numbers are dropping. https://isotp.metro.net/MetroRidership/YearOverYear.aspx	
Mike Madison	Option 2. East /West and North South with both stopping at LAX.	Option 2
Toni Reger	This will be known as the gang line with all those stops in bad neighborhoods.	NPE
Mike Antebi	Toni Reger unhelpful	NPE
Hoe Neb	Toni Reger lol, probably a lot of them are your former neighbor from folsom	NPE
Andrew Tse	Option 2 is the best.	Option 2
P.K. Moore	Someone please go with option 2!	Option 2
Coaster Kevin	Option 2	Option 2
Hoe Neb	Option 3 is the right choice. I look at that mismanaged pico station where the a/e line share the same track and all the screw ups with what train is this since not all operators announce their line or the train doesn't display the proper info. At least you have a chance to correct a mistake versus the other options requiring one to backtrack. Also the green line will outweigh usage by the other line since it goes to a major job center in el segundo unless your stats show otherwise	Option 3
Aaron King	Option 1...until the Torrance extension is completed	Option 1
Gabriel Melendez Barton	Option 3	Option 3
Mike Madison	Gabriel Melendez Barton Curious why? Option 3 provides the least connectivity to LAX.	NPE
Dan Gutierrez	Mike Madison - Existing El Segundo workers/commuters who go C to A on the daily do not go to the airport anywhere near as frequently, so a transfer to get to LAX is fine on travel occasions.	NPE
Mike Madison	Dan Gutierrez thanks for the response, that's understandable. Would those daily commuters be going more to downtown on the A, or Long Beach?	NPE
Dan Gutierrez	Mike Madison - Both! Though, I'm south on A.	NPE
Mike Madison	Dan Gutierrez Dan Gutierrez right on. For DTLA I wonder if Option 2 is a good tradeoff by going north to E and then eastbound. For Long Beach commuters from El Segundo I see the issue with #2.	NPE

Take our new survey on the C and K Line operating plan!

thesource.metro.net/2023/03/30/take-our-new-survey-on-the-c-and-k-line-operating-plan/ Posted, March 30, 2023

Totals	Number
Option 1	2
Option 2	10
Option 3	4
No preference expressed (NPE)	8
Other	7

Commenter	Comment	Preferred Option
Alan	Option 2	Option 2
Joshua	Green Line Branches off to Lincoln Blvd to Santa Monica via median.	NPE
Alexander	<p>I think this survey's hiding the ball in not mentioning the Option 3 would hurt frequencies both on the K line and the C line past Willowbrook. Lower frequencies on the Crenshaw line would really hurt regional transit as a whole—it connects to higher-ridership bus lines, goes through walkable neighborhoods, has a direct connection to the high-ridership E Line which is similarly important Metro's rail and bus network as a whole. By hurting the Crenshaw line you're basically sandbagging your new, expensive investments in regional transit.</p> <p>Splitting the K Line doesn't work so well either. People won't sit at park-and-rides twice as long for a one-seat ride to El Segundo—why sit in your car to wait longer for a train when you can just take the 105! It also just increases wait times for people who use transit the whole way.</p> <p>A transfer between two more frequent lines at Aviation/Century and LAX is better for the region than forcing both lines to be less frequent. So *please* don't go for Option 3—it might look nice to people on paper but in practice it just makes everyone's trips longer and results large chunks of the K and C Lines working under-capacity while introducing a new bottleneck at Willowbrook. I understand the political reasons for not offering this option but it's malpractice to not explain the operational issues with it.</p>	NPE
Michelle Bradley	Option 2 makes the most sense here. It will keep the K as primarily a north-south line and the C primarily an east-west, especially with the extensions planned to the north and south. I would never ride Metro from LAX to DTLA because of the two seat ride. Both Willowbrook and Expo/Crenshaw are not exactly safe places. Metro should have either (1) built a connector to the Expo at Crenshaw and ran a reduced headway into DTLA or (2) built rail on the Slauson alignment to provide a one seat ride from the city center to the airport (like many major world cities do). If I need to go from LAX to DTLA, it's the Flyaway for me	Option 2

Commenter	Comment	Preferred Option
Alexandros Martinez	Option 3. From Redondo Beach, one track takes us to Norwalk, while the other track takes us to Expo/Crenshaw	Option 3
Bill Lam	Option 3 would be strongly better than other alternatives with modifications that the C Line would still run between Norwalk and Redondo Beach, the K line would run between Expo/Crenshaw and Norwalk, and a new Olive Line(whatever that new line letter is) would run between Expo/Crenshaw and Redondo Beach so that riders can potentially avoid transfers at Aviation/LAX(later renamed as Aviation/Imperial) and Aviation/Century just to save more journey time and providing a better one seat ride	Option 3
C. Tran's	I pick option 2 would better alternative optional but I am fine for netural with options 1 and 3.	Option 2
AB	I suggest a modified Option 1 where the C line service also operates to Expo/Crenshaw. While this will cost more, it shouldn't be too much more than Option 3 (which also has redundant service) but would increase service on the primary route from LAX to downtown (and to most of the rest of the transit network). It would also increase service along the Crenshaw line's denser areas, including future connectivity at Inglewood while also preserving a one-transfer ride to downtown LA from the Redondo Beach segment. After so much capital investment there really needs to be sufficient investment in service to provide capacity and attract riders.	Other
cliffj4075	I like the idea of a three-line service. As a San Diego based transit nerd, I notice when looking at cities with older and more extensive transit routes often have two lines that share the same route up to a certain point before branching off into their respective destinations. I think that's something LA should always especially since they short sidedly did not make a Vermont avenue spur for the red and purple lines. Because as Steve H. editor said, 'In the future things will change.	Other
Javier Jr Giron	Option 4 finals will take C Line From Norwalk to Redondo Beach and K Line Expo/Crenshaw E Line Station to Norwalk for make planning by 2024 for final planning.	Other
Pat	#2 would make it a bit faster for most people west of DTLA to get to the Redondo Beach area – and eventually Torrance, with the extension. I don't know what the ridership predictions might be, but option 3 could possibly result in overcrowding at the Willowbrook/Rosa Parks station, as well as on A Line trains accepting the additional transfers.	Option 2
Sean Hakam	Option 2 but extend the K line all the way to Expo/Crenshaw to increase the frequency for north/south	Option 2, other
Morris I Warren	Will TAP validators be needed for transfers between the K and C lines?	NPE
Thomas Axberg	Option 2 would encourage me ride the metro line more.	Option 2

Commenter	Comment	Preferred Option
Kristopher W	All of these alternatives are contingent on the caveat that you ensure the safety of the riders. I ride from Hyde Park (k) to DTLA (expo) 4 days a week. I'd love a direct connection to redondo beach. There are still way to many incidents of threats, borderline violence, obvious drug use, people smoking, people passed out, homeless sleeping on the seats, etc on all of these lines. I have recently noticed an increased police presence, which I think is helping. But it's still scaring people away.	NPE
Tanner Vandebosch	What would the proposed frequencies look like with the interlining?	NPE
TimW	Option 3 would be better compromise to go to Redondo from Norwalk from using the existing route for Line C, Greenline. You can switch trains from Aviation/LAX instead of going further up to Aviation/Century.	Option 3
fine7760	Option 3 maintains the current operation of the "C" line while extending the "K" east along the majority of the "C" line right of way. In addition it allows the Redondo Beach segment to also be tied into the northbound "K" line in the future. This is an excellent advantage to prove the MTA is a professional operating agency and not the amateurs they have proved to be currently.	Option 3
Ricky Courtney	I thought the Westchester/Veterans station was going to open in Fall 2023 (per kline.metro.net) — has the opening been delayed to 2024 or is that a typo? If not, please update your site, the inconsistency in messaging is frustrating.	NPE
Dave	Option 2 – The Crenshaw Line was sold as a North-South Line, so I expect that to continue as a North-South Line from Hollywood (Possibly Sylmar via Valley connection to Van Nuys Line) to Torrance. The Green Line was also sold as an eventual Santa Monica extension. Option 2 will allow for such an extension to become a reality. Ehh, I'll be out of LA before any of that is ever a reality. Still, option 2	Option 2
Albert Carello	Badly needed transportation expansions due to forever worsening freeway congestion. The Pacific Electric should have never been discontinued and should have had a transit agency funding source.	NPE
Mark R Johnston	My choices in order would be #2, #1, then #3. If the K line finally gets to Torrance and then the northern end gets to Wilshire, and ultimately Hollywood, it would create another major north/south line to connect all the east west lines we have (Green, Expo, Wilshire). I believe more people will go to LAX than Torrance on the C line (heavily employees of the airport). The folks that still need to go Redondo will still have to transfer at Century which is ok as I don't think that station will be as busy as say making the transfer at LAX transfer station	Option 2
MarkJB	There should be a fourth alternative: a 3-line service Norwalk-Expo/Crenshaw, Norwalk-Redondo Beach, and Expo/Crenshaw-Redondo Beach. This would provide balanced headways and give all riders access to all stations on a 1-seat ride.	Other

Commenter	Comment	Preferred Option
Marshall Knight	That would make too much sense! Unfortunately Metro did not design the ROW to accommodate the frequencies necessary to interline two services between LAX and Expo/Crenshaw, so per tradition, we get to choose between several inferior alternatives.	Other
Clifford Jones	Excellent idea!!!	Other
Christian Fort	I also wish this was possible. But power constraints cancelled this possibility.	Other
Justin Yen	Isn't the E Line supposed to say East LA as it's destination & have it's symbol colored gold instead of the current aqua color?	NPE
Jose Escobar	Option 1 or 2 would work well. The new LAX/Transit Center Station is being built with 3 platforms and spur tracks, which is ideal for the C Line to turn back to Norwalk (Option) or Redondo Beach (Option 1). It would also give travelers up to 3 direct no-transfer destinations to choose from.	Option 1 or 2
d	OPTION 1	Option 1
Con G	Option 2. Once the green line is extended further south from its current terminus, there will be more ridership demand and it will be important to have a more north / south oriented line running from the south bay to mid city and Hollywood. The current C line would be the east / west service which connects the north / south lines and metrolink (whenever its extended to norwalk / santa fe springs station) though ideally there should be all 3 directions as another commenter pointed out. But for now, given the proposals, option 2 makes the most sense from a route layout and transit grid perspective. Also, this allows the current C line to continue northwest potentially as a line along Lincoln Blvd. towards Santa Monica if the BRT plans are ever converted to LRT. So LAX transit centre would become the key transfer point between the northwest / east line and the north / south line per se.	Option 2

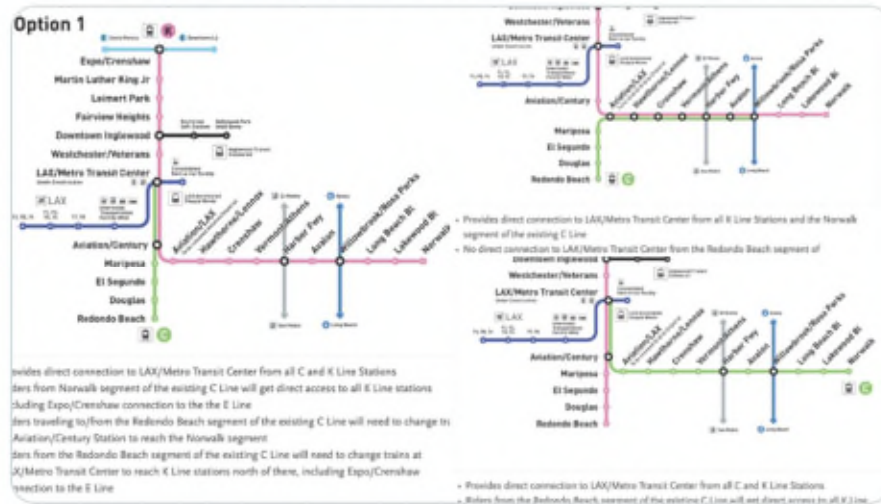
Twitter post – April 30, 2023



We've added a virtual-only community meeting this Tuesday, May 2, at 6:30 p.m. to learn more about the 3 options for the C & K Line operating plan.

To participate: metro.la/pxIH50NYLHS or log in with Zoom ID 828 1732 7235

The options we're looking at are below.












7:00 PM · Apr 30, 2023 · 15.6K Views




(Multiple posts, compiled responses related to operating plan) Preferred options expressed:

- Option 1: 1
- Option 2: 16
- Option 3: 1
- No preference expressed (NPE): 3

Username	Comment	Preference
Mobility For Who?	Option 2 FOR SURE	Option 2
Miguel Garcia	Option 3	Option 3
#stopcopcity @kdeleon - Pardon my typos	Option 2 is looking like the best. No need to double up on the rail and make an unnecessary connection like in option 3.	Option 2

Username	Comment	Preference
	 <p>#stopcopcity 🙌 @kdeleon - Pardon my typos @UncommonSENSEx</p> <p>Option one is great. However, the community of Inglewood is STRONGLY opposed to the Inglewood connector. Disenfranchisement of 40+ business to cater to oppressive elites in the entertainment industry.</p> <p>2:19 PM · Apr 15, 2023 · 213 Views</p>	
@averyhatestwt	agree	Option 2
Lighten Up Francis	It isn't going to be option 2 folks	NPE
 <p>Aaron 🇺🇸 🇩🇪 🇬🇧 🇨🇦 🇵🇪 🇵🇷 🇵🇸 🇵🇹 @rhysrenouille</p>	<p>Option 1 is *terrible*, it would kill ridership down El Segundo Blvd and beyond. I used to commute to El Segundo from KTown via Purple/Blue/Green and Option 2 seems like it's the only one that doesn't make a hash of South Bay transit below LAX.</p> <p>12:12 AM · May 1, 2023 · 130 Views</p>	Option 2
Gus Snowdon	yeah	Option 2
 <p>the they/them causing may/hem @kyliesparks</p>	<p>3 is just asking for beyond two free transfers and is ridiculous to be honest. Fan of 2, hoping to be able to attend Tuesday</p> <p>8:10 PM · Apr 30, 2023 · 213 Views</p>	Option 2
 <p>Isles of Mets//Bristol//#LGM @islesofmets</p>	<p>Option 2 seems like the best bet, you have both lines accessing LAX/not feel like a Shuttle. However, down the road, the smoking, and drug use should be relocated to designated surface street areas. I felt sick after riding LA Metro B & D Lines when I was visiting last month.</p> <p>10:42 PM · Apr 30, 2023 · 159 Views</p> <p>5 Likes</p>	Option 2
 <p>Danny 🌟 @Musicnerddanny</p>	<p>Option 2 would be best because it requires only 1 transfer from the South Bay to DLTA and the west side, plus providing a 1 seat ride to LAX from all 3 directions.</p> <p>2:54 AM · May 1, 2023 · 212 Views</p>	Option 2
 <p>Roberto Ignacio Díaz 🎸 @robertissimus</p>	<p>Option 2, please: nothing like a straight line, plus it makes it easier for people to travel between USC and the South Bay.</p> <p>9:34 PM · Apr 30, 2023 · 197 Views</p>	Option 2
J @train_enjoyer69	Opton 2 for a coherent North-South Corridor plz	Option 2

Username	Comment	Preference						
 Mike Ayala @ExtraMayonaise	<p>Option 2. K line should only operate N & S (less confusing). While also giving riders coming from Norwalk (green line) the opportunity to go directly to LAX center. Let's not share tracks between different lines (option 3), this will confuse riders especially when they are limited on time to make it the nations 5th busiest airport. Also, having green line operate between 6 stations is foolish.</p> <p>9:36 PM · Apr 25, 2023 · 98 Views</p>	Option 2						
Lighten Up Francis	Expo Crenshaw is heading to Norwalk everybody. Everything else is ancillary.	NPE						
Latesha Parker	I like Option 2 map	Option 2						
Jan	Option 2 plsss South Bay needs better north-south rail service	Option 2						
The they/them causing may/hem	Metro folks, are we in agreement 2 is the best option because it streamlines transfers? For example, if I wanted to go to LAX or Intuit I hop Red-Expo-K and then pick the regional connector of my choice?	Option 2						
Jose Alberto Hermosillo	2 is the best option	Option 2						
Miguel Garcia	Option 1	Option 1						
 Edsterr (🇪🇸🇩🇪) @Edsterr5198	<p>I say Option 2 is better, sir/ma'am! (Let me run the poll real quick)</p> <table border="1"> <tr> <td>Option 1</td> <td>5.7%</td> </tr> <tr> <td>Option 2</td> <td>89.7%</td> </tr> <tr> <td>Option 3</td> <td>4.6%</td> </tr> </table> <p>87 votes · Final results</p> <p>2:28 PM · Apr 15, 2023 · 352 Views</p>	Option 1	5.7%	Option 2	89.7%	Option 3	4.6%	
Option 1	5.7%							
Option 2	89.7%							
Option 3	4.6%							
 Sina K. @Sinakarachiani	<p>Option #2. More easily connects LA and the beach cities and is a straightforward north-south line.</p> <p>6:20 PM · Apr 15, 2023 · 247 Views</p>	Option 2						

Username	Comment	Preference
	<p>Arthur Lewis III 🇺🇸 🇯🇲 🇵🇸 @arthurlewisiii ...</p> <p>Option 1 makes sense but it means extending the 4 platforms in the South Bay to handle 3 car trains. Option 3 would be the least disruptive but cost the most to operate.</p> <p>9:30 PM · Apr 23, 2023 · 117 Views</p> <p>🗨️ ↻️ ❤️ 📌 ⬆️</p>	NPE
	<p>Mr G @MrG59845239 · Apr 24 ...</p> <p>They could just run only two car trains for the C line shuttle, couldn't they? And run three cars on the K. Which would make it easier at the shared stations to identify which are which. Right?</p> <p>🗨️ 1 ↻️ ❤️ 📊 34 ⬆️</p>	
	<p>Arthur Lewis III 🇺🇸 🇯🇲 🇵🇸 @arthurlewisiii · Apr 24 ...</p> <p>They could, and that would eliminate 2. So between 1 and 3, I think they would go with 3.</p> <p>🗨️ ↻️ ❤️ 📊 9 ⬆️</p>	



Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

May 17, 2023

The Honorable Ara J. Najarian, Chair,
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: C and K Line Operating Plan

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes. They also offer monthly opportunities for the public to engage with Metro about service, policies, and programs. The Gateway Cities Service Council (GWC) Service Council received an overview of the options being considered at our April meeting. Based on this discussion, at our May 11, 2023 meeting, our Council adopted the following resolution to support Option C-1 for the C and K Line Operating Plan and formally inform the Board of Directors of our position:

Whereas LACMTA construction efforts to expand the Metro Rail network will soon result in the completion of two new stations on the southern portion of the K Line;

Whereas the Metro K Line was funded by the residents of Los Angeles County to enhance connections to and between some of the region's most important job centers and travel destinations for transit-dependent households, including:

- LAX
- The Inglewood Entertainment District
- The Crenshaw Corridor

Whereas completion of K Line construction will allow service to directly connect stations on the existing C and K Lines, as determined by Metro's ridership needs;

Whereas currently the C Line provides east-west service for and between multiple communities in the Gateway Cities region, such as Willowbrook, Lynwood, South Gate, Paramount, Downey, Norwalk; and numerous nearby cities;

Whereas the Metro network's high past and current weekday ridership is driven by Los Angeles County commuters, particularly workers designated as "essential," and serves to connect transit-reliant populations to economic opportunity;

Be it resolved that the Gateway Cities Service Council recognizes that investments in the Metro Rail network can positively benefit the mobility of local equity populations;

Further resolved that a one-seat ride to bring Gateway Cities riders from their current points of origin to current K Line stations and transfer points to E Line stations and western C Line stations would enhance travel for many current customers;

Further resolved that the operations Alternative C-1 presented by Metro staff to the Board of directors serves travel from the eastern Gateway Cities in this direction;

Further resolved that the C-1 operational configuration is compatible with the present-day travel patterns of many residents of Metro's equity communities;

Further resolved that Metro should invest in effective and equitable economic recovery in frontline communities by accelerating travel from low-income neighborhoods to jobs and essential services;

The Gateway Cities Service Council calls upon the Metro Board to give preference to Alternative C-1.

We hope that the Metro Board will take the concerns of our region into consideration and select Option C-1 as the alternative for the full operation of the C and K Lines. Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Danny Hom
Chair, Gateway Cities Service Council



Maria Davila
Vice Chair, Gateway Cities Service Council

cc: Stephanie Wiggins

Daniel K. Hom
16815 Maurice Court
Cerritos, CA 90703
April 29, 2023

LACMTA Board of Directors
Los Angeles, CA

Dear Board,

You have the chance to configure the connection linking the Metro C Line between Norwalk and the South Bay and the K Line between Expo/Crenshaw and the LAX area. Option 1, which provides a one-seat ride to the airport transfer for the maximum number of stations while opening up the most economic opportunity for regular riders, is clearly the most intelligent choice presented to the Board. I am one of many regular riders who rely on rail to accelerate my long trips to the Westside; I have tolerated the painstaking process of riding and making multiple transfers for years, even prior to joining the Metro Gateway Cities Gateway Service Council (2019) with hopes I could improve the system.

Communities south and east of the Los Angeles job centers desire and deserve more accessible travel patterns to go to where opportunity is most present. Unlike the preponderance of communities west of the 405 Freeway, these Gateway Cities have not yet fully benefited from regional investments in tech, new media, and the vast resources of institutions like UCLA. Choosing Option 1 would accelerate connections between lower-income communities and the Westside and remedy some of the difficult choices that were made during planning of the original Green Line.

The payoff would be immediate; ridership at Hawthorne/Lennox, Crenshaw, Vermont/Athens, Willowbrook, Long Beach, Lakewood, etc. is already impressive, and you only have to invest in our region for it to be better.

Option 2 is an undesirable snub of Black and brown communities east of the K Line. Its primary appeal is to choice riders, but their needs should not be met on the backs of working-class commuters. Ridership from origin points west of Aviation/LAX is unimpressive and the simple fact is that Metro should help the most people with the most need go where they need to go most, now.

Please select Option 1.

Yours sincerely,


Daniel K. Hom

Gateway Cities Service Council, Chair

ROBERT S. WOLFE

Bob.Wolfe@outlook.com

May 30, 2023

Joseph Forgiarini, Senior Executive Officer, Metro Service Development & Planning
Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Comments on C & K Line Operating Plan

Dear Mr. Forgiarini,

I write to explain why I support Option #2 (Alt. C-2) as the best alternative for operation of the C & K Lines to meet Metro's transit objectives.

Metro's C & K Operating Plan Update itself provides reason enough for choosing Option 2:

"Combination of the existing K Line, the C Line west of Aviation/LAX Station, and the Torrance and Hollywood extensions creates an easy-to-understand north-south corridor that matches overall regional travel demand."

(Emphasis added.)

This is precisely what is needed – both now and in the foreseeable future – an "easy to understand" north-south light rail system from the South Bay to the Westside – an area which parallels the iconic, and much-maligned I-405 corridor.

Here's why.

Metro's 2022 I-405 Comprehensive Multimodal Corridor Plan ("CMCP") describes the I-405 corridor as having "staggering levels of traffic congestion" – among the highest in California and the U.S., with "crippling traffic congestion and delay." (CMCP, pp. 5, 67.) Indeed, the Metro K Line was developed in part as a "near-term" effort to reduce the I-405 Corridor's unsustainable congestion. (*Id.*, p. 8.)

Not surprisingly, the Corridor's arterials like Sepulveda Blvd., La Cienega Blvd., La Brea, etc. are themselves heavily congested, not just during peak travel periods, "but around the clock, causing travelers to spend a significant amount of additional time in their cars," leading to environmental degradation and a diminished quality of life. (*Id.*, p. 69.)

ROBERT S. WOLFE

Comments on C & K Line Operating Plan
May 30, 2023
Page 2

In like fashion, the final EIR for the K (Crenshaw-LAX) Line emphasizes “the lack of north-south mobility. Major sections of the arterial network in the corridor are at or near capacity, resulting in severe congestion and a bottlenecked corridor.” (Final Crenshaw-LAX Line EIR, Aug. 2011, p. ES-8.)

“The corridor currently has poor connections to the regional transportation system, as there are no north-south high-capacity transportation connections within the corridor. This limits mobility and transportation choices.” (*Id.* at p. ES-9.)

Echoing these concerns, the draft EIR for the C Line extension to Torrance, released in January 2023, identifies as a project objective “[p]roviding an alternative mode of transportation for commuters traveling along congested arterials and I-405” and “[r]educing air pollution and greenhouse gas emissions by making transit a more viable transportation choice.” (C Line Draft EIR, p. 2-5.)

In the immediate term, Option #2 creates a viable 12-station light rail line from Redondo Beach to the E (Expo) Line. This has the best potential for attracting new ridership to Metro and thereby reducing VMT.

Equally importantly, Option #2 will serve as a catalyst to crystallize political and public support for one-seat light rail service from Torrance to Hollywood through southern and northern extensions that now are in the EIR stage. Such light rail service can be a game changer from the standpoint of sustainability and for attracting new public transit users.

By contrast, Option #1 may have the opposite effect by defeating the goal of “seamless” rides in Metro’s 2020 Long Range Transportation Plan. It creates what would be Metro’s shortest light-rail transit stub from Redondo Beach to the 96th St / LAX station. Riders to / from the South Bay would be required to make at least 2 transfers, if not more, to reach job-rich destinations like Culver City, Santa Monica, USC or Downtown L.A.

I fear that such a light rail stub would send the wrong message to potential transit users – that they at most are entitled to substandard transit service. According to the CMCP, uncompetitive transit travel times, network gaps and lack of viable alternatives, are leading reasons why transit ridership remains low in communities within the I-405 corridor. (CMCP, p. 71.)

Option #2 still provides a one-seat 12-station service from Norwalk to the 96th St. / LAX station. If possible, it would be preferable if this service could be extended to the Downtown Inglewood station, with its future connection to the Inglewood Transit Connector, either at all times or during sporting events.

ROBERT S. WOLFE

Comments on C & K Line Operating Plan
May 30, 2023
Page 3

Anticipated construction of the Santa Ana Branch Line also will provide C line transit users in Aviation / Imperial Highway-Norwalk segment additional north-south connections besides those available on the A, J and K lines.

I initially supported Option #3 when proposed as a 1-year pilot plan in 2018 and so testified before the Metro Board. The viability of this plan, however, has been overtaken by events, including increased operating costs, and the inconvenient transfer requirements, both for riders from Redondo Beach to the 96th St. / LAX Station and from Norwalk to Redondo Beach.

Thank you for your consideration of these matters.

Very truly yours,



Writer's background: For informational purposes, I am an engaged and active Metro rider, who actively campaigned for passage of Measure "M" in 2016 and who regularly uses the C, K and J Lines. I am a board member of the L.A. Metro Community Advisory Council and the Metro South Bay Service Council. I also am a board member of Public Counsel, the largest pro bono organization in the U.S., and serve as a Civil Service Commissioner for the City of Hermosa Beach. I write purely in my individual capacity, and do not purport to represent the views or opinions of any of the above-mentioned organizations.



Metro would like to hear from you!

The C Line (Green) and K Line can be redesigned when the portion of the K Line between Westchester/Veterans and Aviation/LAX stations open for service in late 2023. A new station will also be added around the end of 2024 to connect to the new LAX People Mover (APM).

Scan the QR code below to take a quick survey showing three options for new C and K Lines that were previously considered.

Your input on these options will help advise the Metro Board as they make a final decision on how to operate the C and K Lines once they are joined.

Join us for a Community Meeting in person or via Zoom.

Zoom info below will be the same for all three meetings:

ID: 897 6447 0425#

Passcode: 546462#



Monday, April 24 at 6:30pm

Norwalk City Hall
12700 Norwalk Blvd,
Norwalk, CA 90650

Wednesday, April 26 at 6:30pm

Hilton Garden Inn
2410 Marine Ave,
Redondo Beach, CA 90278

Saturday, April 29 at 10am

Magic Johnson Recreation Center
12645 Wadsworth Av,
Los Angeles, CA 90059

You can also take the survey by visiting metro.net/CandKLineOperatingPlan or by calling 323.GO.METRO.



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**Thanks for
going Metro.**



¡Metro quiere saber de usted!

La C Line (Green) y la K Line se pueden rediseñar cuando la parte de la K Line entre las estaciones Westchester/Veterans y Aviation/LAX abra para el servicio a fines de 2023. También se agregará una nueva estación a fines de 2024 para conectarse al nuevo Automated People Mover (APM) de LAX.

Escanee el código QR a continuación para tomar una encuesta rápida que muestra tres opciones para las nuevas Líneas C y K que se consideraron anteriormente.

Su opinión sobre estas opciones ayudará a aconsejar a la Junta de Metro mientras toman una decisión final sobre cómo operar las Líneas C y K una vez que se unan.

Únase a nosotros para una reunión comunitaria en persona o en Zoom.

La información de Zoom a continuación será la misma para las tres reuniones:

Identificación: 897 6447 0425#

Código de acceso: 546462#



**Lunes 24 de abril
a las 6:30pm**

Norwalk City Hall
12700 Norwalk Blvd,
Norwalk, CA 90650

Wednesday, April 26 at 6:30pm

Hilton Garden Inn
2410 Marine Ave,
Redondo Beach, CA 90278

**Sábado 29 de abril
a las 10am**

Magic Johnson Recreation Center
12645 Wadsworth Av,
Los Angeles, CA 90059

También puede completar la encuesta visitando metro.net/CandKLineOperatingPlan o llamando al 323.466.3876.



Metro®

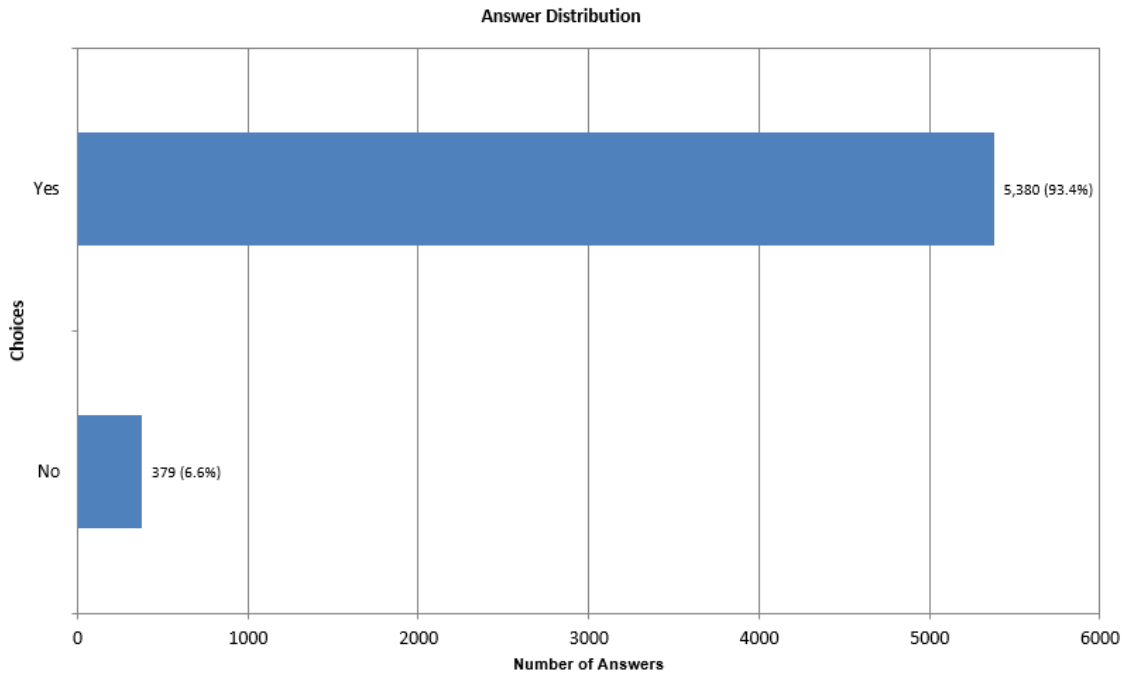
**Gracias por
viajar en Metro.**

C and K Line Operating Plan Survey and Results

***1. 1. Have you taken a Metro bus or a Metro rail trip in LA County in the past year?(*Required)**

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

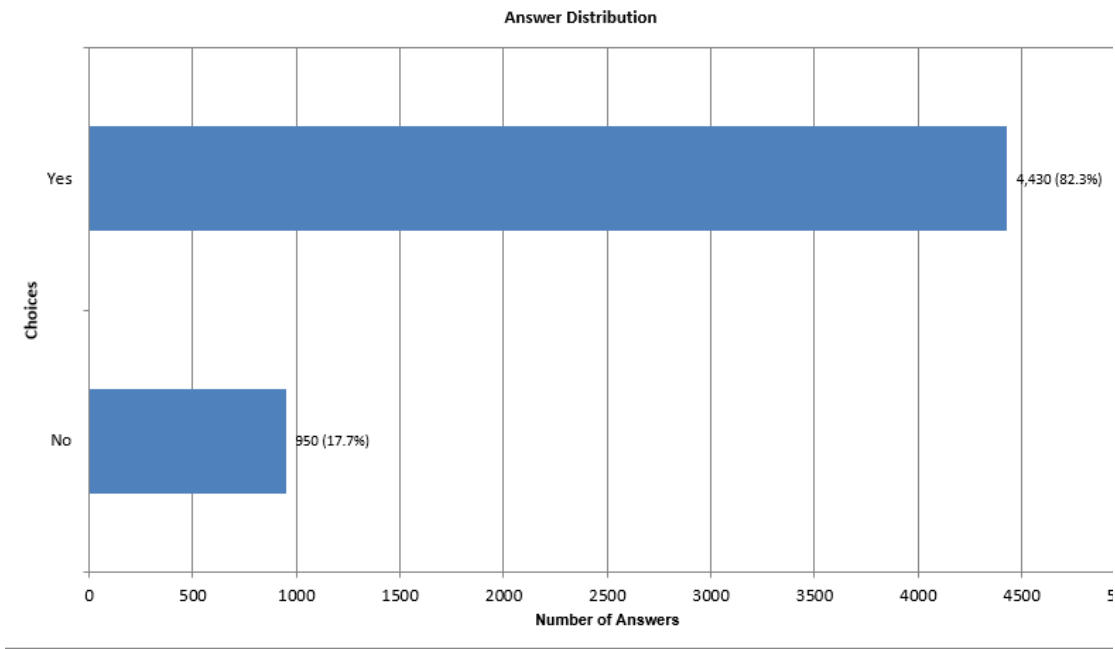
Filter Riders1: 1. Have you taken a Metro bus or a Metro rail trip in LA County in the past year?



***2. 2. Have you taken a Metro bus or a Metro rail trip in LA County in the past month?(*Required)**

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

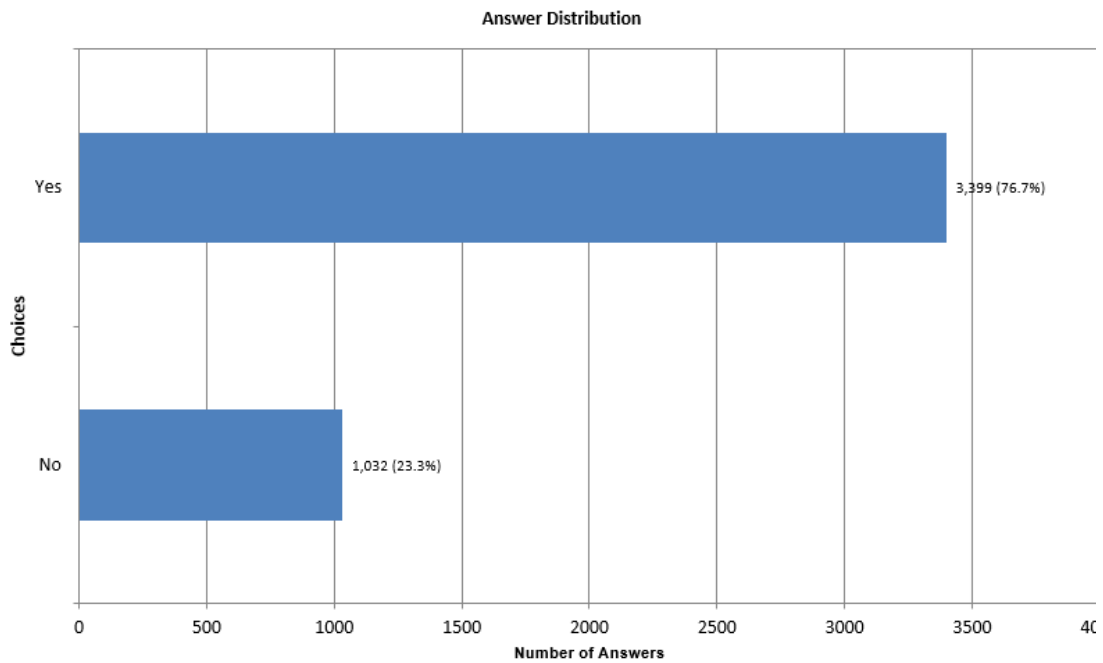
Filter Riders2: 2. Have you taken a Metro bus or a Metro rail trip in LA County in the past mo



***3. 3. Have you taken a Metro bus or a Metro rail trip in LA County in the past week?(*Required)**

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

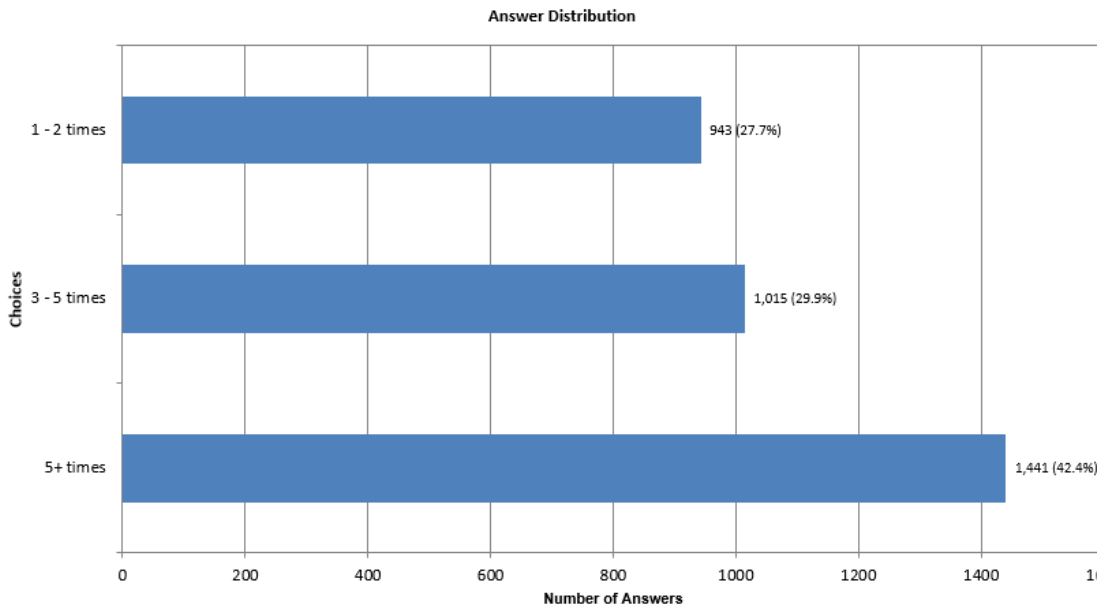
Filter Riders3: 3. Have you taken a Metro bus or a Metro rail trip in LA County in the past we



***4. 4. How many times have you taken a Metro bus or a Metro rail trip in the past week?(*Required)**

	Choice
<input type="radio"/>	1 - 2 times
<input type="radio"/>	3 - 5 times
<input type="radio"/>	5+ times

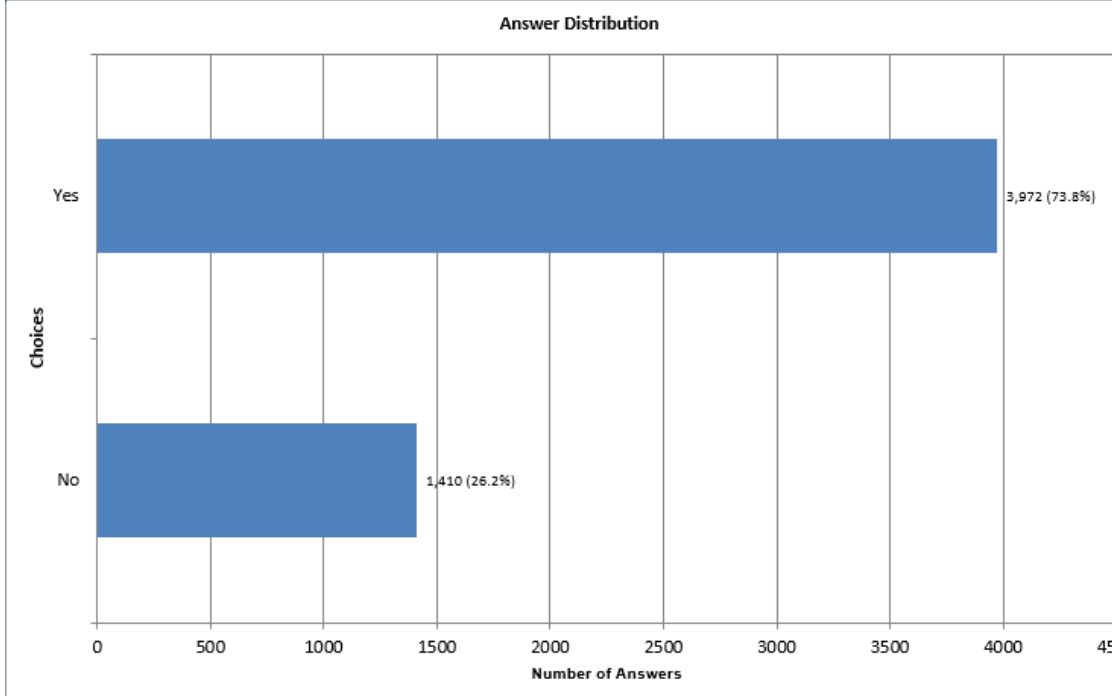
Filter Riders4: 4. How many times have you taken a Metro bus or a Metro rail trip in the past week



***5. 5. Have you heard of the Airport Metro Connector (AMC) that will transfer riders more efficiently between LAX and the Metro Rail network?(*Required)**

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

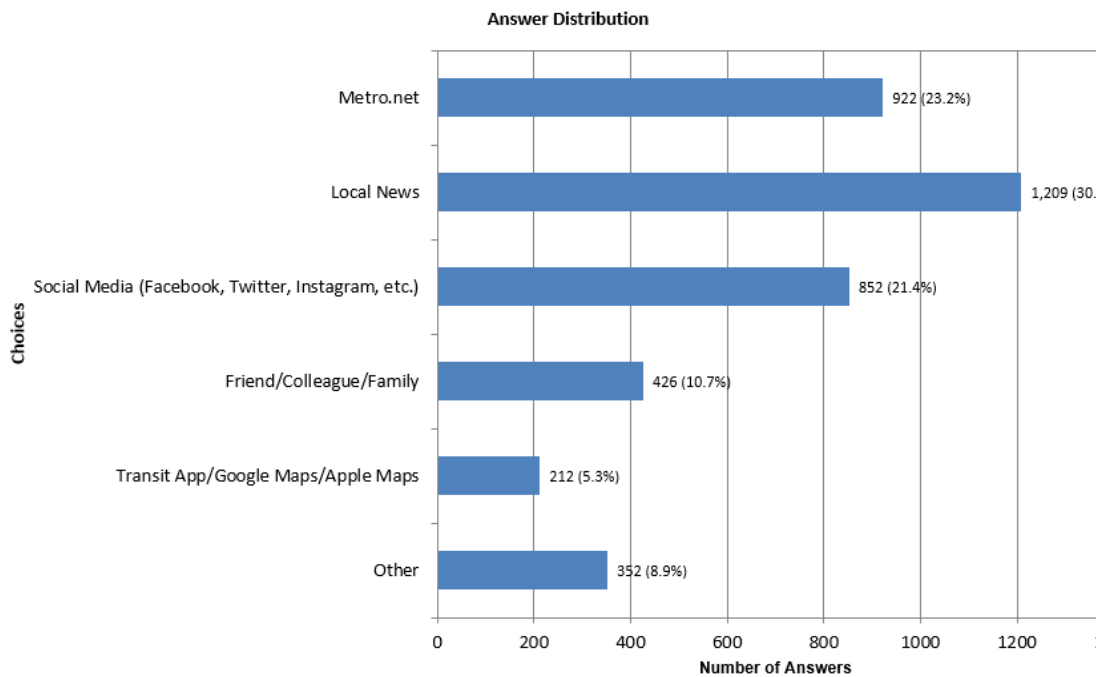
5. Have you heard of the Airport Metro Connector (AMC) that will transfer riders more efficiently between LAX and the Metro Rail network?



***6. 6. How did you hear about Airport Metro Connector (AMC)?(*Required)**

	Choice
<input type="radio"/>	Metro.net
<input type="radio"/>	Local News
<input type="radio"/>	Social Media (Facebook, Twitter, Instagram, etc.)
<input type="radio"/>	Friend/Colleague/Family
<input type="radio"/>	Transit App/Google Maps/Apple Maps
<input type="radio"/>	Other

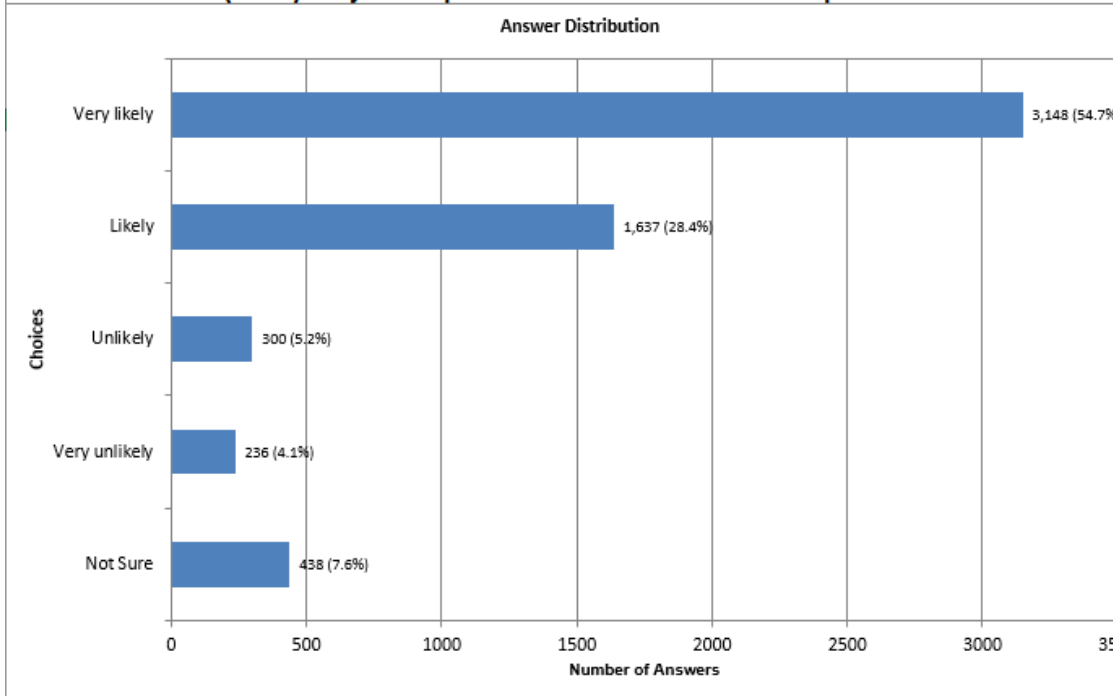
6. How did you hear about Airport Metro Connector (AMC)?



***7. 7. How likely will you ride Metro Rail and/or Bus Services to LAX once the new LAX/Airport Metro Connector(AMC) Project is opened and links to the LAX People Mover?(*Required)**

	Choice
<input type="radio"/>	Very likely
<input type="radio"/>	Likely
<input type="radio"/>	Unlikely
<input type="radio"/>	Very unlikely
<input type="radio"/>	Not Sure

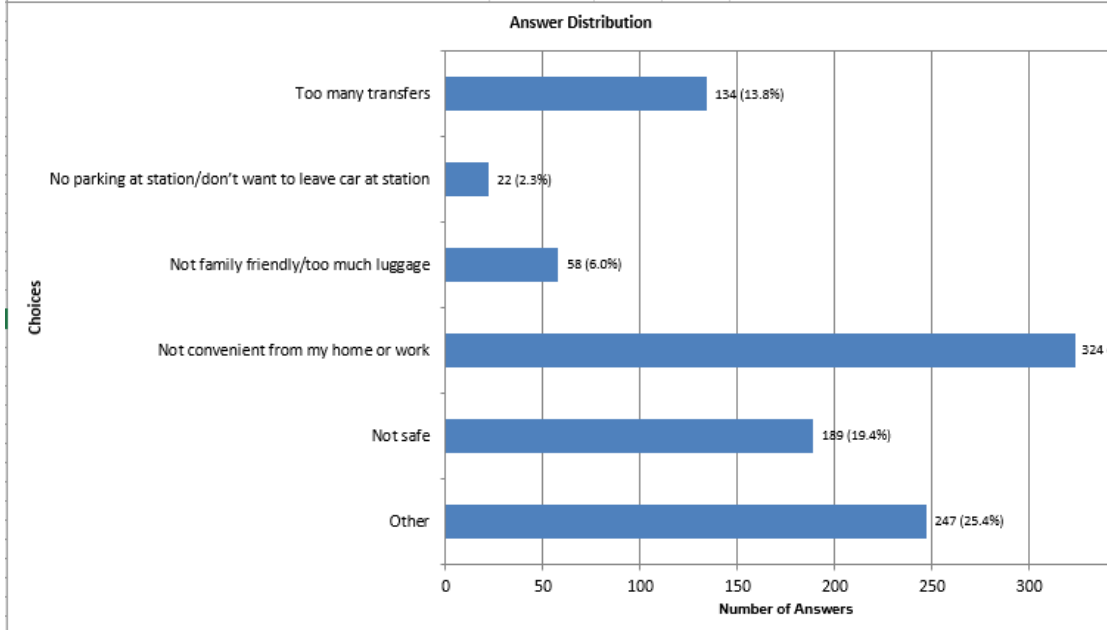
7. How likely will you ride Metro Rail and/or Bus Services to LAX once the new LAX/Airport Metro Connector(AMC) Project is opened and links to the LAX People Mover?



***8. 8. Why not?(*Required)**

Choice
<input type="radio"/> Too many transfers
<input type="radio"/> No parking at station/don't want to leave car at station
<input type="radio"/> Not family friendly/too much luggage
<input type="radio"/> Not convenient from my home or work
<input type="radio"/> Not safe
<input type="radio"/> Other

8. Why not?



Metro is considering three alternatives to how the LAX/Metro Transit Center connects with the Metro rail system C and K Lines. Here is a close up of the existing system with the recently opened K (Crenshaw) Line as it is now:

THREE OPTIONS FOR REDESIGNED METRO C LINE AND K LINE RAIL SERVICE

Metro is exploring the best service for our riders to conveniently navigate around Los Angeles County. Three alternatives have been proposed for connecting LAX/Metro Transit Center and Metro's C & K Lines - each one offering new options in traveling throughout LA County!

Metro commuters can expect reliable service on both the C and K light rail lines - with peak periods running at 10 minutes or better during weekdays, 12 minute intervals off-peak weekday & weekends, plus a 20 minute frequency at night.

Option 1

Provides direct connection to LAX/Metro Transit Center from all C and K Line Stations

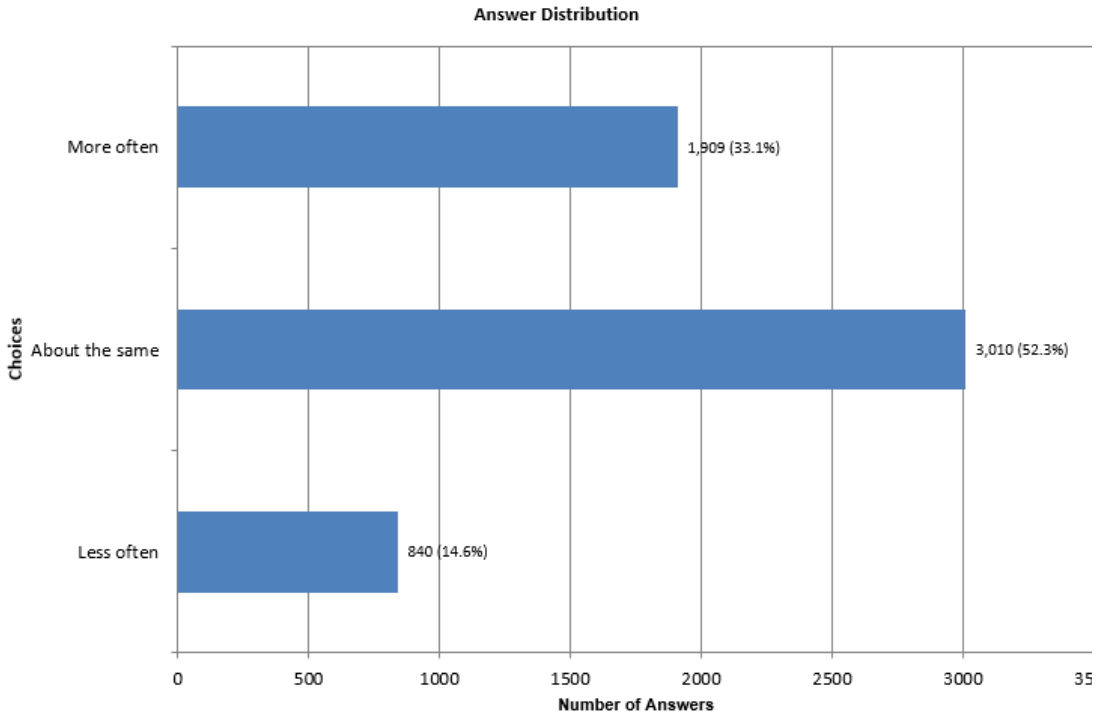
Riders from Norwalk segment of the existing C Line will get direct access to all K Line stations including Expo/Crenshaw connection to the the E Line

Riders traveling to/from the Redondo Beach segment of the existing C Line will need to change trains at Aviation/Century Station to reach the Norwalk segment

Riders from the Redondo Beach segment of the existing C Line will need to change trains at LAX/Metro Transit Center to reach K Line stations north of there, including Expo/Crenshaw connection to the E Line

*9. 9. If Option 1 was implemented for the C and K Lines, would you ride Metro: (*Required)	
	Choice
<input type="radio"/>	More often
<input type="radio"/>	About the same
<input type="radio"/>	Less often

9. If Option 1 was implemented for the C and K Lines, would you ride Metro:



Option 2

Provides direct connection to LAX/Metro Transit Center from all C and K Line Stations

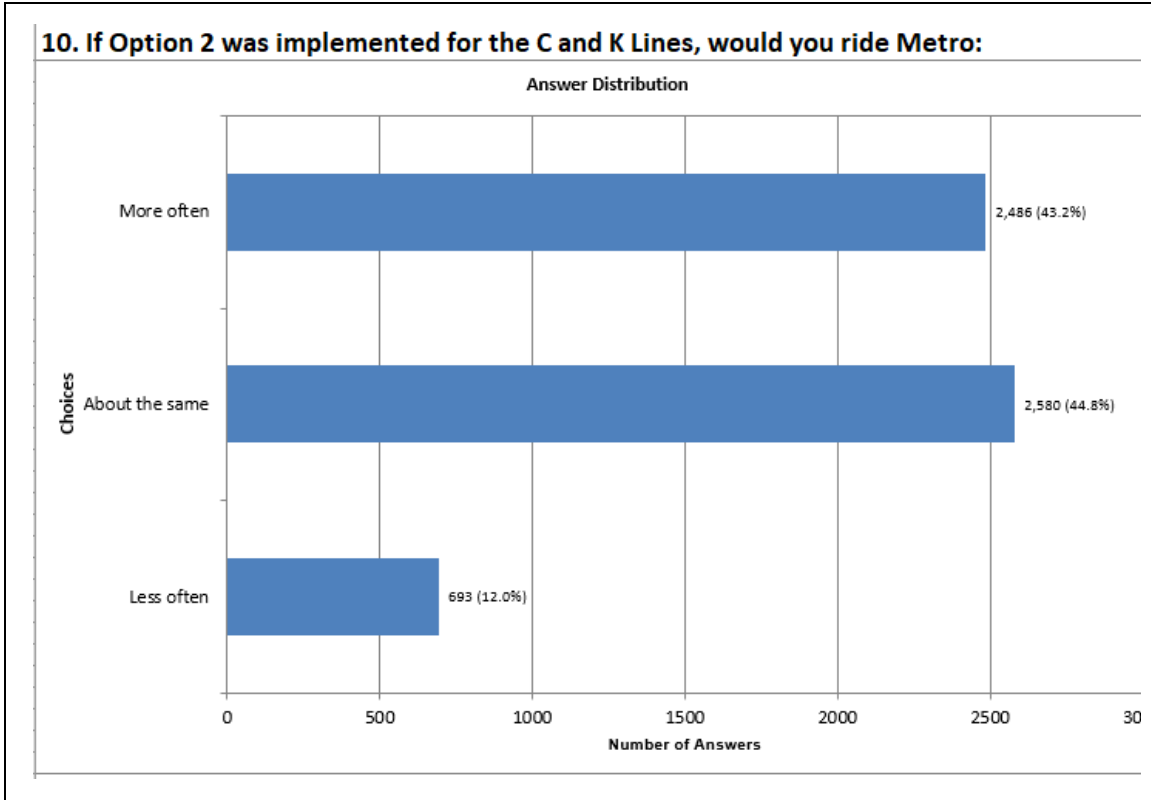
Riders from the Redondo Beach segment of the existing C Line will get direct access to all K Line stations including Expo/Crenshaw connection to the E Line

Riders traveling from the Norwalk segment of the existing C Line to the Redondo Beach segment of the C Line will need to change trains at Aviation/Century Station

Riders from the Norwalk segment of the existing C Line will need to change trains at LAX/Metro Transit Center to reach K Line stations north of there, including Expo/Crenshaw connection to the E Line

***10. 10. If Option 2 was implemented for the C and K Lines, would you ride Metro: (*Required)**

	Choice
<input type="radio"/>	More often
<input type="radio"/>	About the same
<input type="radio"/>	Less often



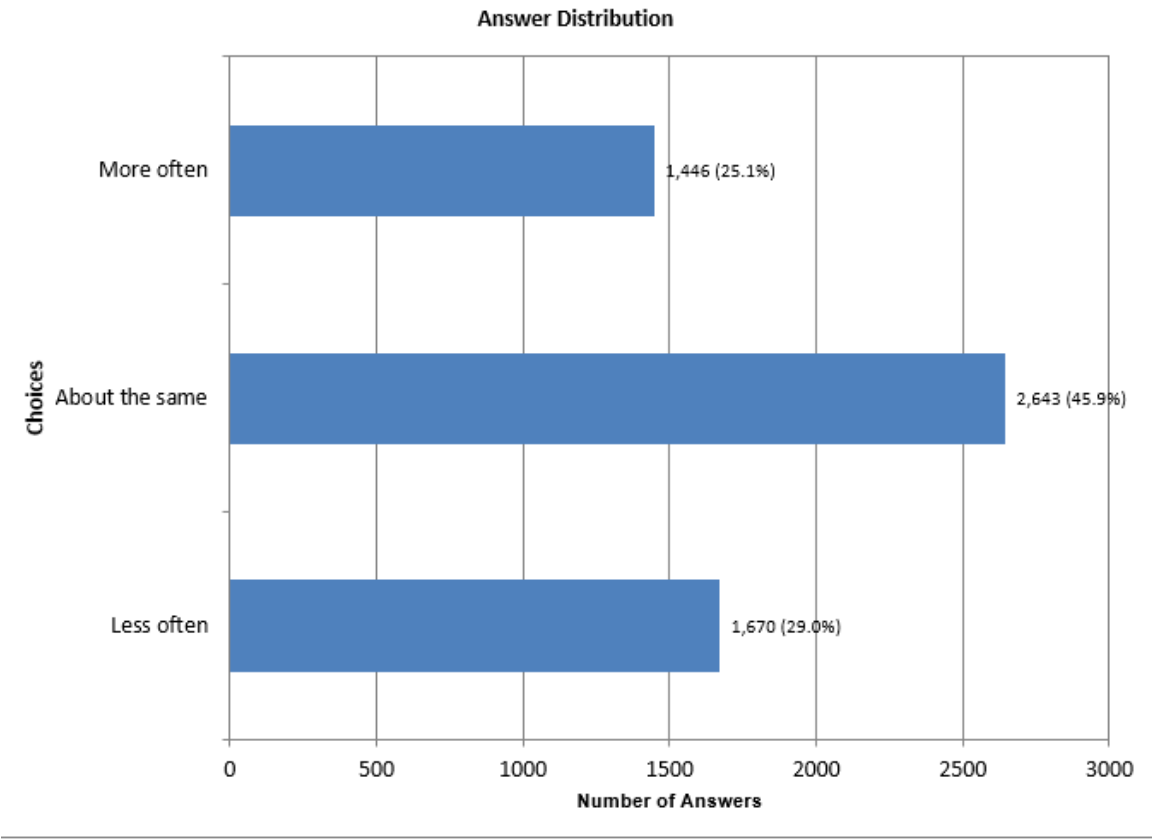
Option 3

- Provides direct connection to LAX/Metro Transit Center from all K Line Stations and the Norwalk segment of the existing C Line
- No direct connection to LAX/Metro Transit Center from the Redondo Beach segment of the existing C Line
- Riders from Norwalk segment of the existing C Line will get direct access to all K Line stations, including Expo/Crenshaw connection to the E Line
- Riders traveling from existing C Line stations between Willowbrook/Rosa Parks and Aviation/LAX will have a direct connection to the Redondo Beach segment of the existing C Line
- Riders travelling from Norwalk, Lakewood Bl and Long Beach Bl stations will need to change trains at Aviation/LAX Station to reach the Redondo Beach segment of the existing C Line

*11. 11. If Option 3 was implemented for the C and K Lines, would you ride Metro: (*Required)	
	Choice
<input type="radio"/>	More often
<input type="radio"/>	About the same

Less often

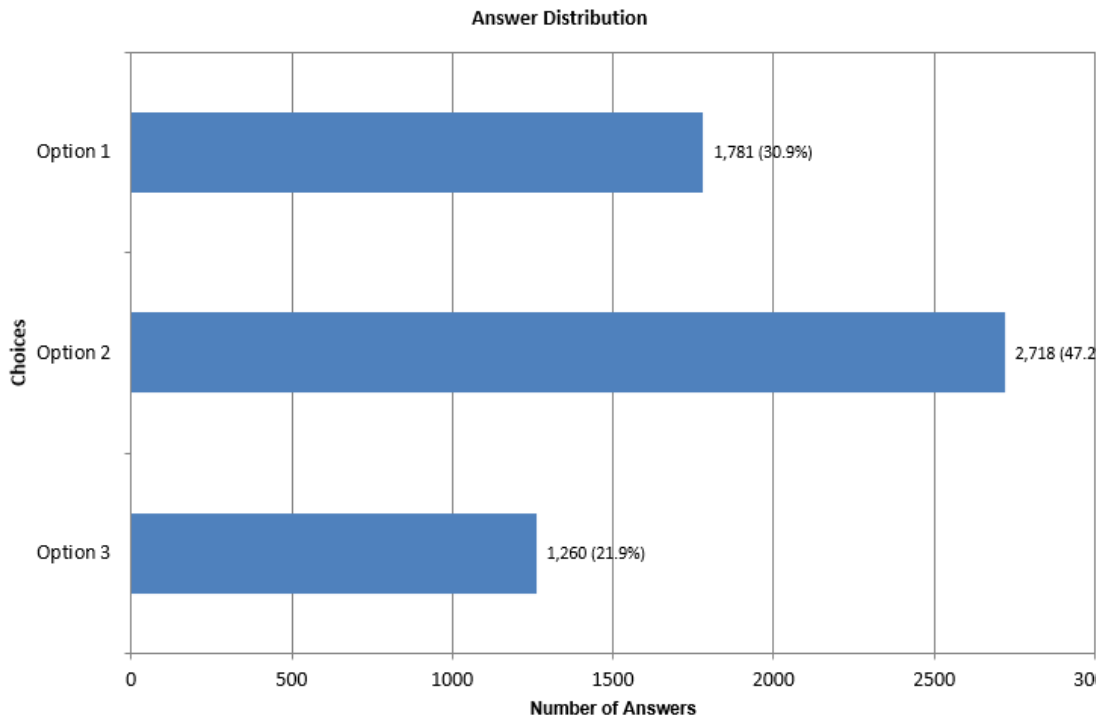
11. If Option 3 was implemented for the C and K Lines, would you ride Metro:



***12. 12. Please select the option you prefer:(*Required)**

	Choice
<input type="radio"/>	Option 1
<input type="radio"/>	Option 2
<input type="radio"/>	Option 3

Q12: 12. Please select the option you prefer:

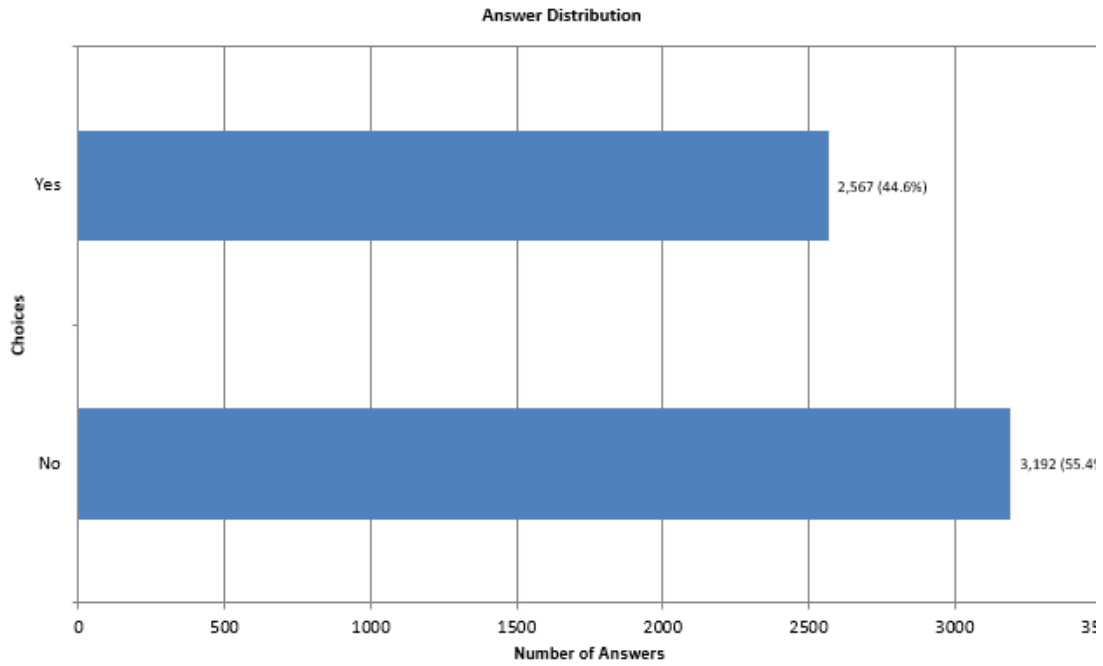


13. Why?

***14. 13. Have you taken the new K (Crenshaw) Line or the C (Green) Line in the past 6 months?(*Required)**

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

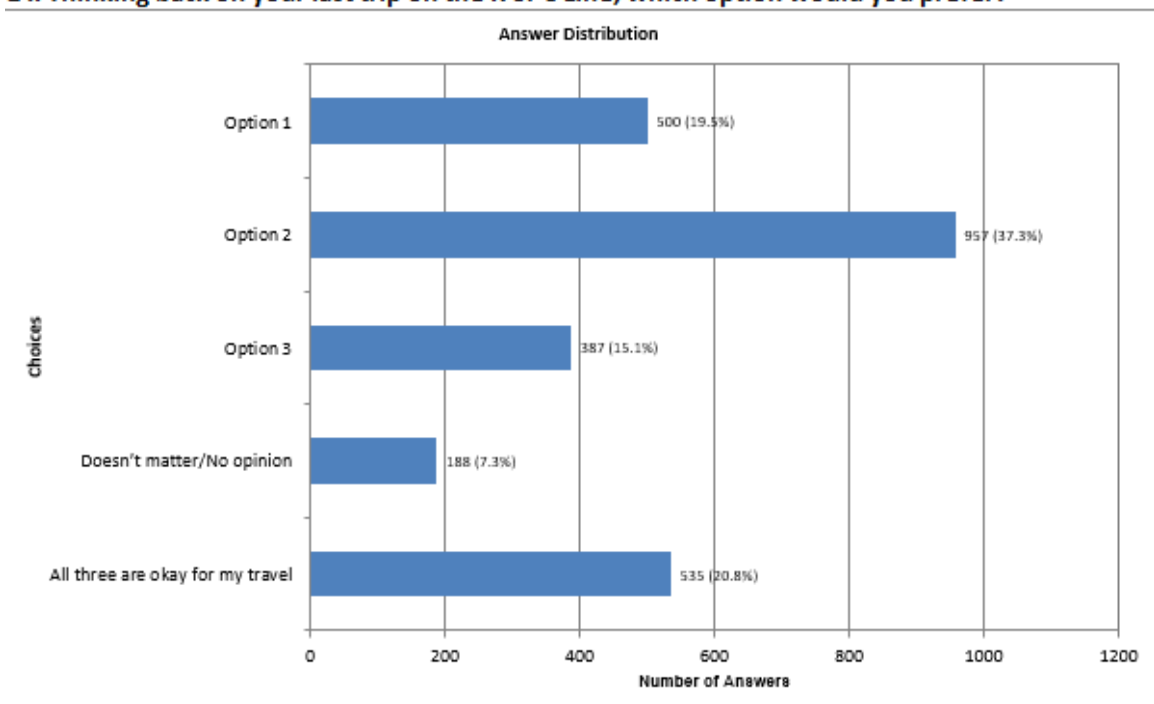
13. Have you taken the new K (Crenshaw) Line or the C (Green) Line in the past 6 months?



***15. 14. Thinking back on your last trip on the K or C Line, which option would you prefer?(*Required)**

	Choice
<input type="radio"/>	Option 1
<input type="radio"/>	Option 2
<input type="radio"/>	Option 3
<input type="radio"/>	Doesn't matter/No opinion
<input type="radio"/>	All three are okay for my travel

14. Thinking back on your last trip on the K or C Line, which option would you prefer?



16. Why?

Rider Profile	
*17. 15. What is your home zip code?(*Required)	
<input type="text"/>	
*18. 16. What is your current employment status?(*Required)	
	Choice
<input type="radio"/>	Employed
<input type="radio"/>	Retired
<input type="radio"/>	K-12 student
<input type="radio"/>	College/University student
<input type="radio"/>	Other
*19. 17. What is your age?(*Required)	
	Choice
<input type="radio"/>	Under 18
<input type="radio"/>	18-24
<input type="radio"/>	25-34
<input type="radio"/>	35-44
<input type="radio"/>	45-64
<input type="radio"/>	65+
*20. 18. What is your household's annual income?(*Required)	
	Choice
<input type="radio"/>	Under \$15,000
<input type="radio"/>	\$15,000 - \$24,999
<input type="radio"/>	\$25,000- \$49,999
<input type="radio"/>	\$50,000- \$99,999
<input type="radio"/>	\$100,000-\$149,999
<input type="radio"/>	\$150,000+

***21. 19. What is your race or ethnic identification?(*Required)**

	Choice
<input type="radio"/>	Latinx/Hispanic
<input type="radio"/>	Black/African American
<input type="radio"/>	White/Caucasian
<input type="radio"/>	Asian American/Pacific Islander
<input type="radio"/>	Native American
<input type="radio"/>	Other

***22. 20. What is your gender identity?(*Required)**

	Choice
<input type="radio"/>	Male
<input type="radio"/>	Female
<input type="radio"/>	Non-binary
<input type="radio"/>	Prefer to self-describe

23. 21. Would you like to participate in a drawing for a free Metro 30-Day pass?

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

24. 22. Would you be willing to participate in an on-line focus group to explore this topic in more detail a group discussion?

	Choice
<input type="radio"/>	Yes
<input type="radio"/>	No

Contact info

Consider it, If any of the below is Correct :

- 22. Would you be willing to participate in an on-line focus group to explore this topic in more detail a group discussion? equals "Yes"
- 21. Would you like to participate in a drawing for a free Metro 30-Day pass? equals "Yes"

Please provide your contact details to enter the drawing for a free 30-Day Metro pass (winner will be contacted in early April). This will also allow Metro to connect with you if you indicated you wanted to be part of a focus group.

***25. Name: (*Required)**

***26. Email: (*Required)**

27. Phone:

Distribution of C and K Line Operating Plan Survey Responses

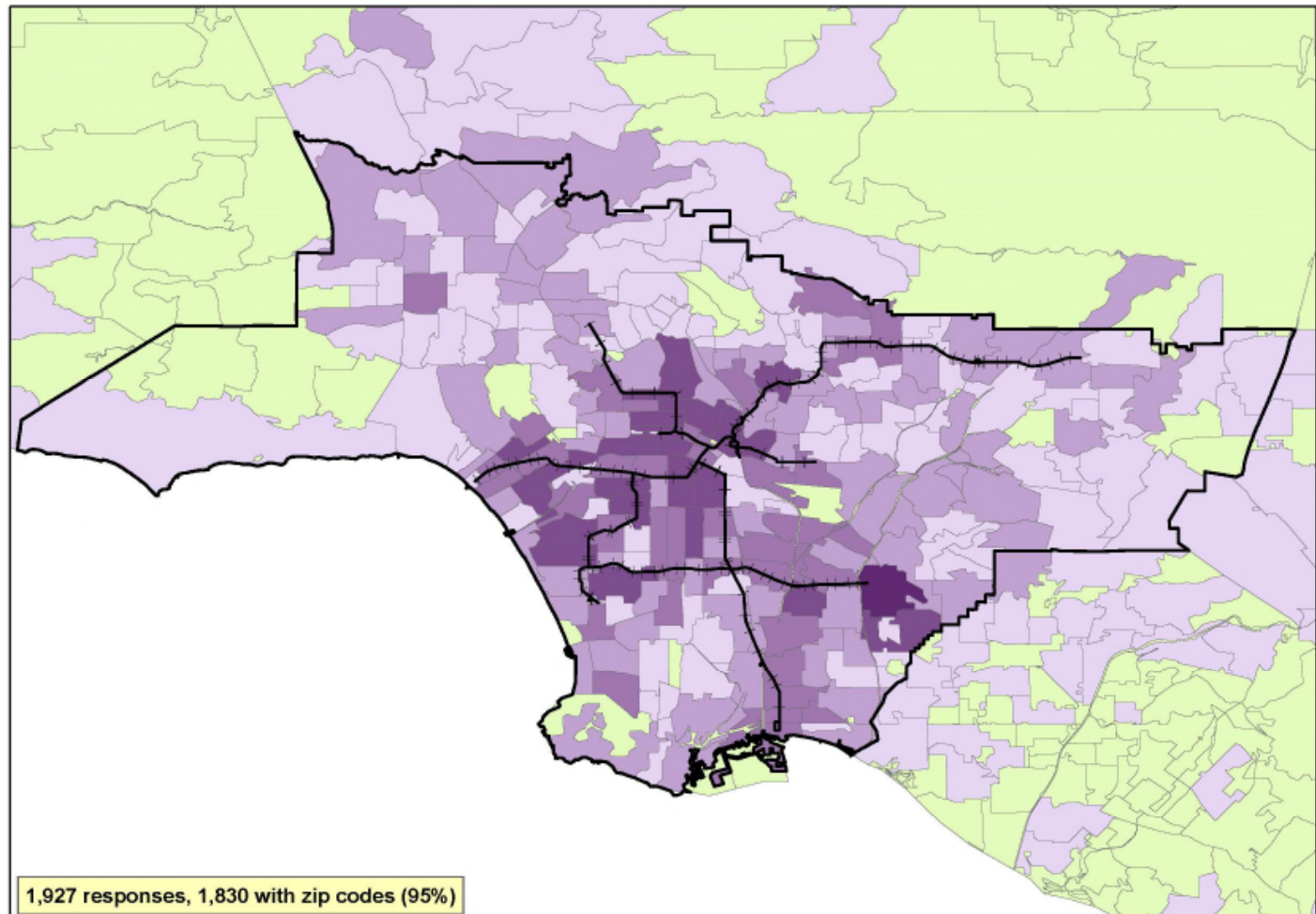


C/K Line Operating Plan Preference: Option 1 by Zip Code

Legend

Q12: Option 1 Count

- 1 <= 3
- 3 <= 8
- 8 <= 16
- 16 <= 32
- 32 <= 66
- No Data
- Metro Service Area
- Metro Rail System



Prepared by Metro Service Development

May, 2023

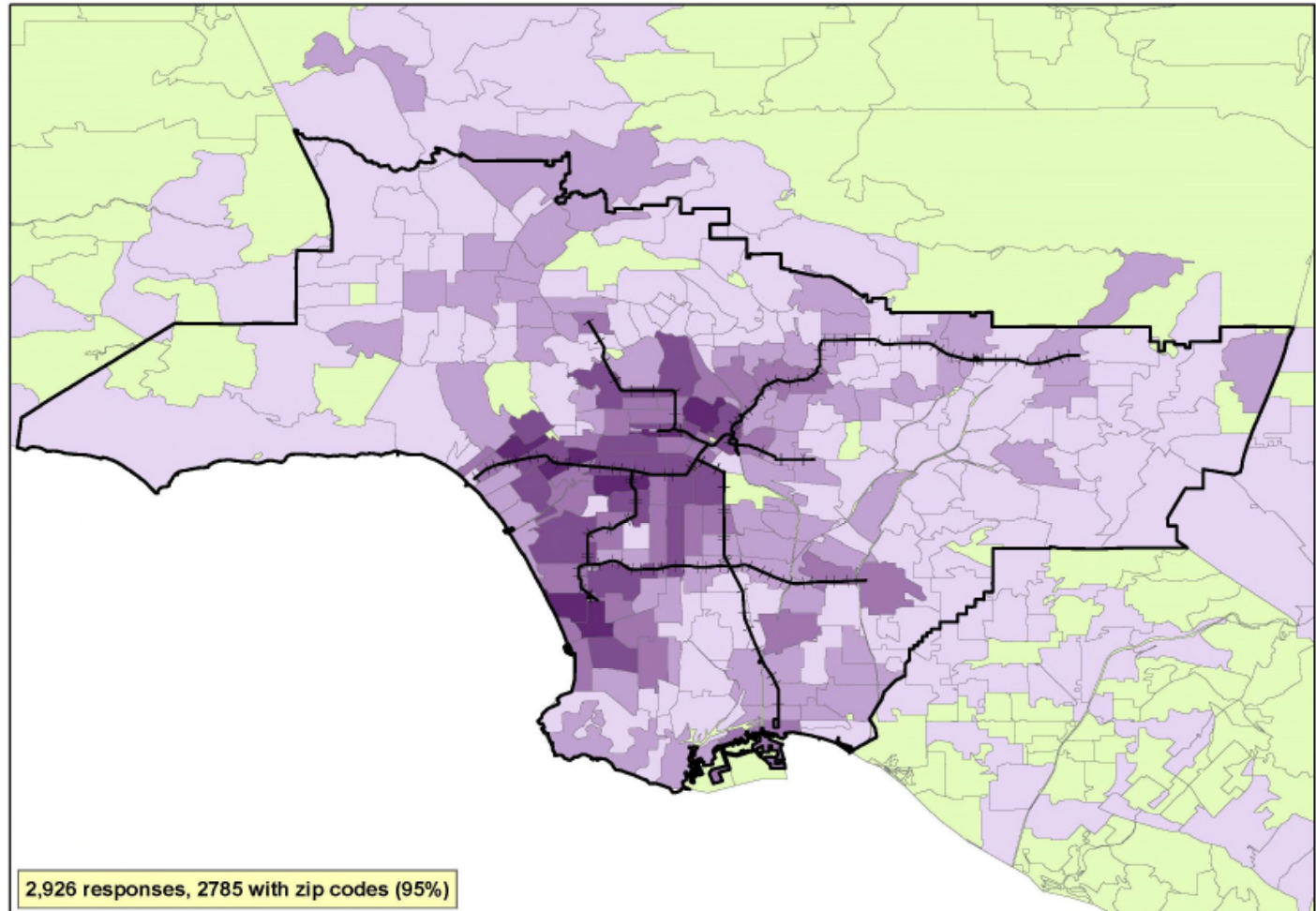


C/K Line Operating Plan Preference: Option 2 by Zip Code

Legend

Q12: Option 2 County

- 1 <= 5
- 5 <= 13
- 13 <= 24
- 24 <= 38
- 38 <= 70
- No Data
- Metro Service Area
- Metro Rail System



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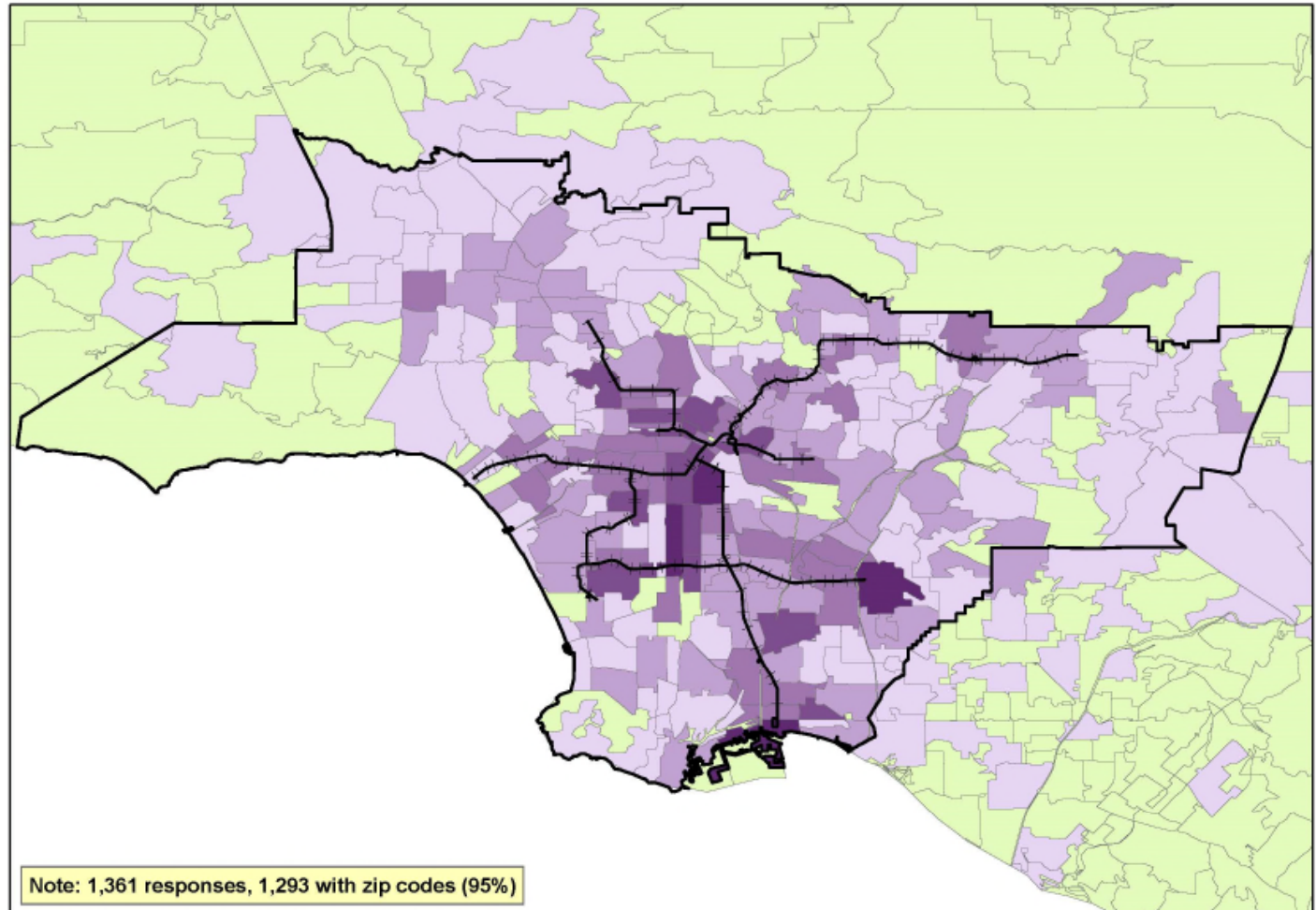


C/K Line Operating Plan Preference: Option 3 by Zip Code

Legend

Q12: Option 3 Count

- 1 <= 3
- 3 <= 7
- 7 <= 12
- 12 <= 21
- 21 <= 28
- No Data
- Metro Service Area
- Metro Rail System

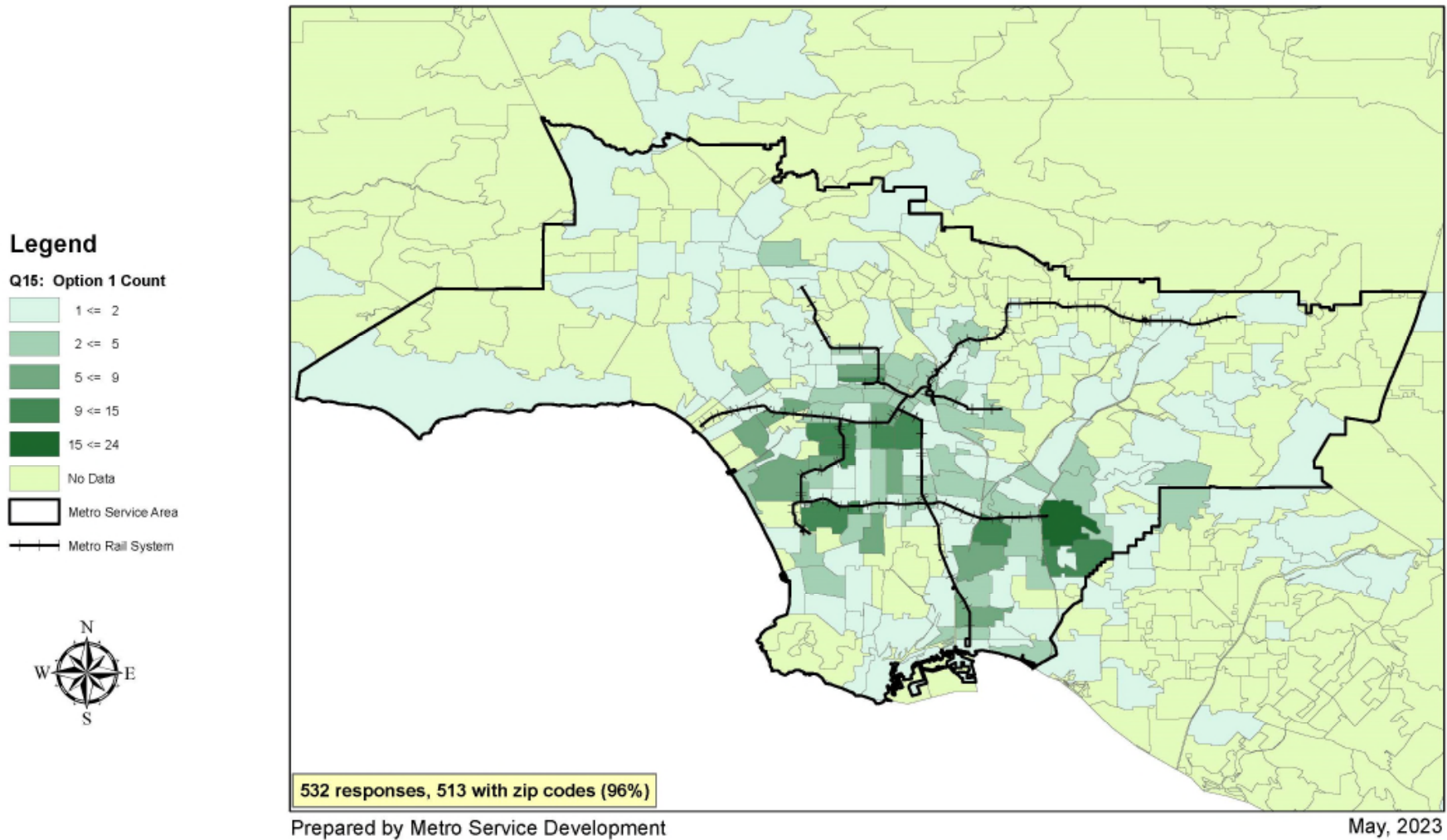


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C/K Line Operating Plan Preference: Option 1 by Zip Code Question 15: Based on Their Last Trip Experience

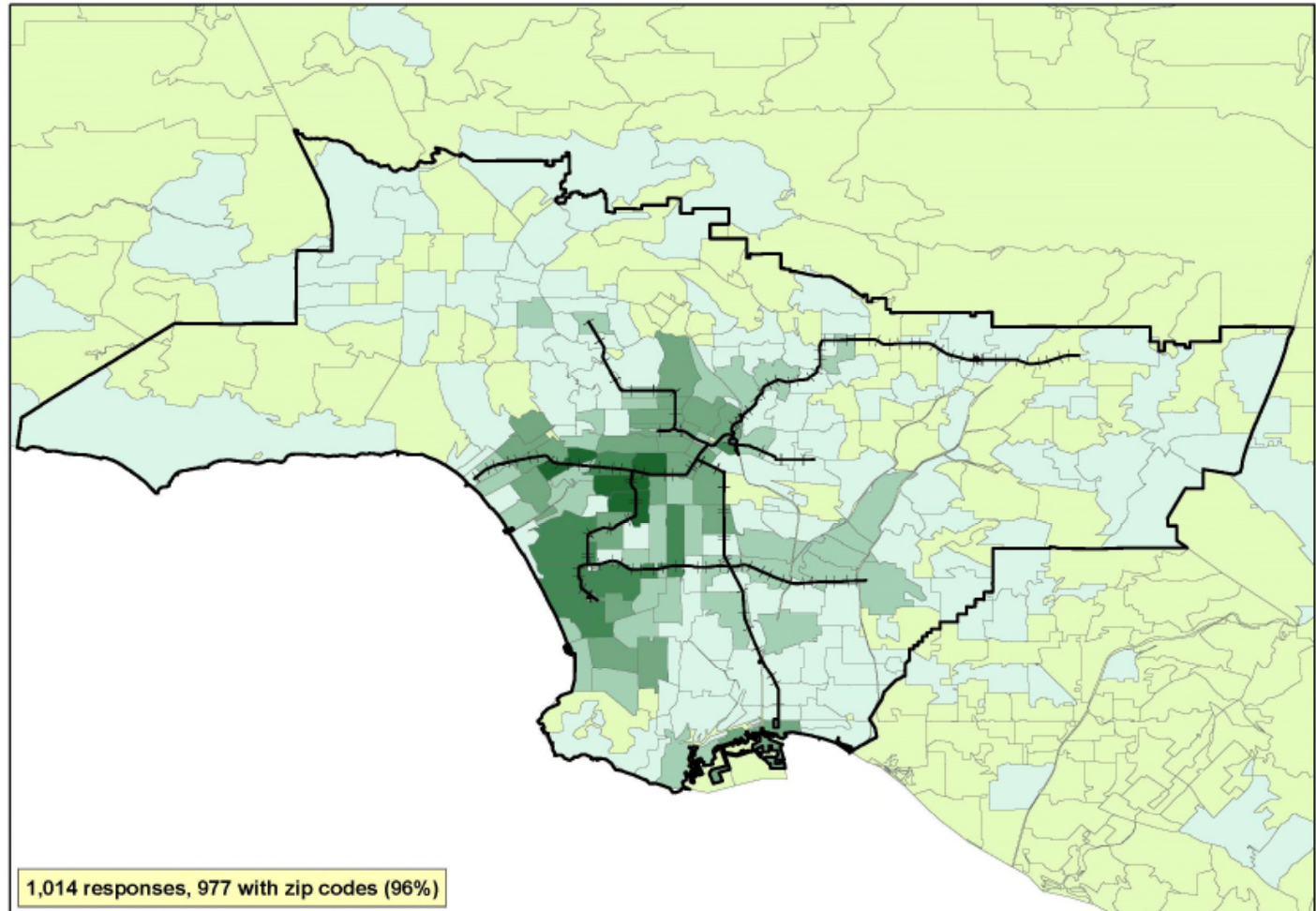
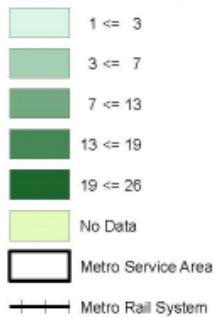




C/K Line Operating Plan Preference: Option 2 by Zip Code Question 15: Based on Their Last Trip Experience

Legend

Q15: Option 2 Count

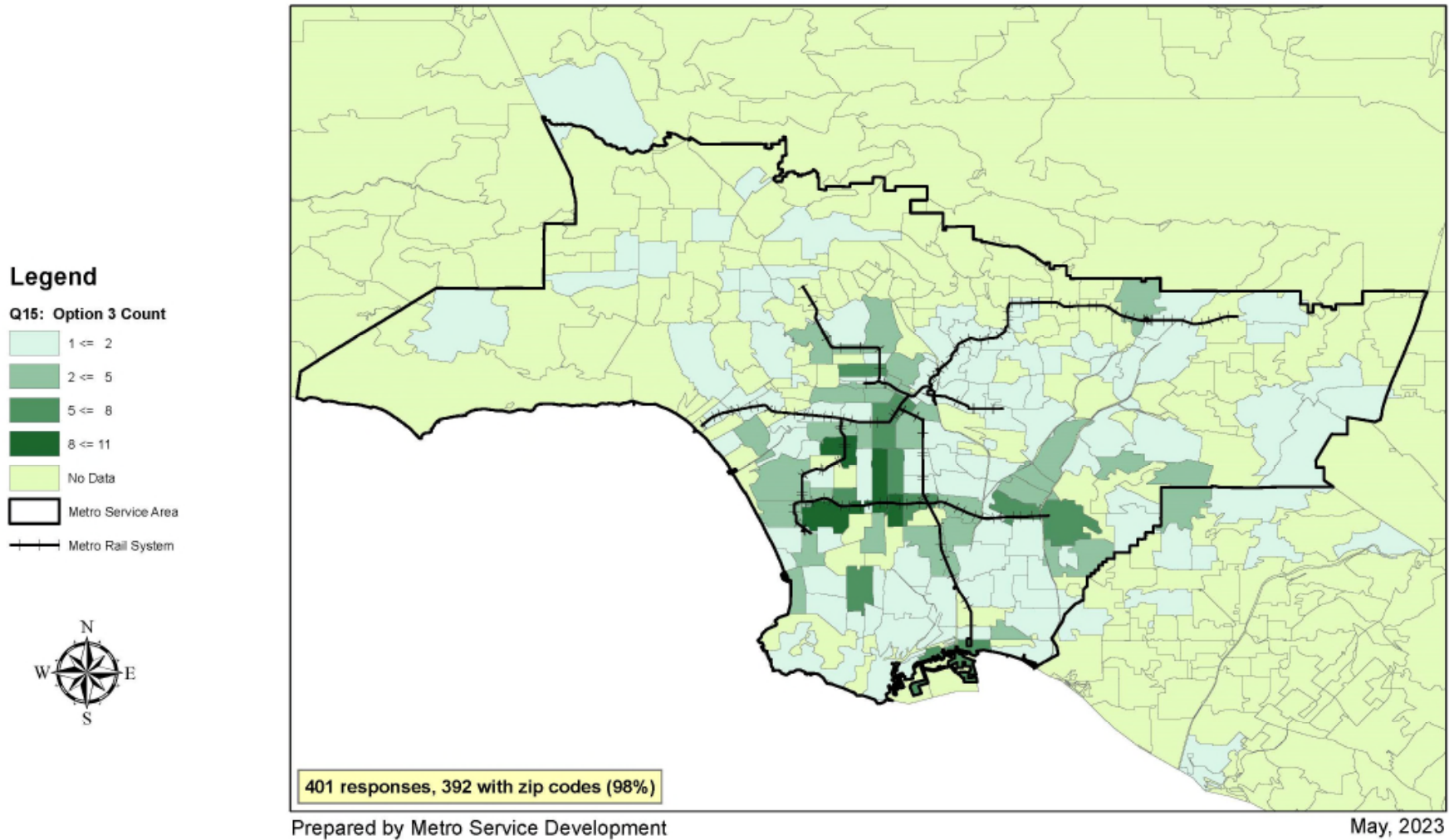


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May, 2023



C/K Line Operating Plan Preference: Option 3 by Zip Code Question 15: Based on Their Last Trip Experience



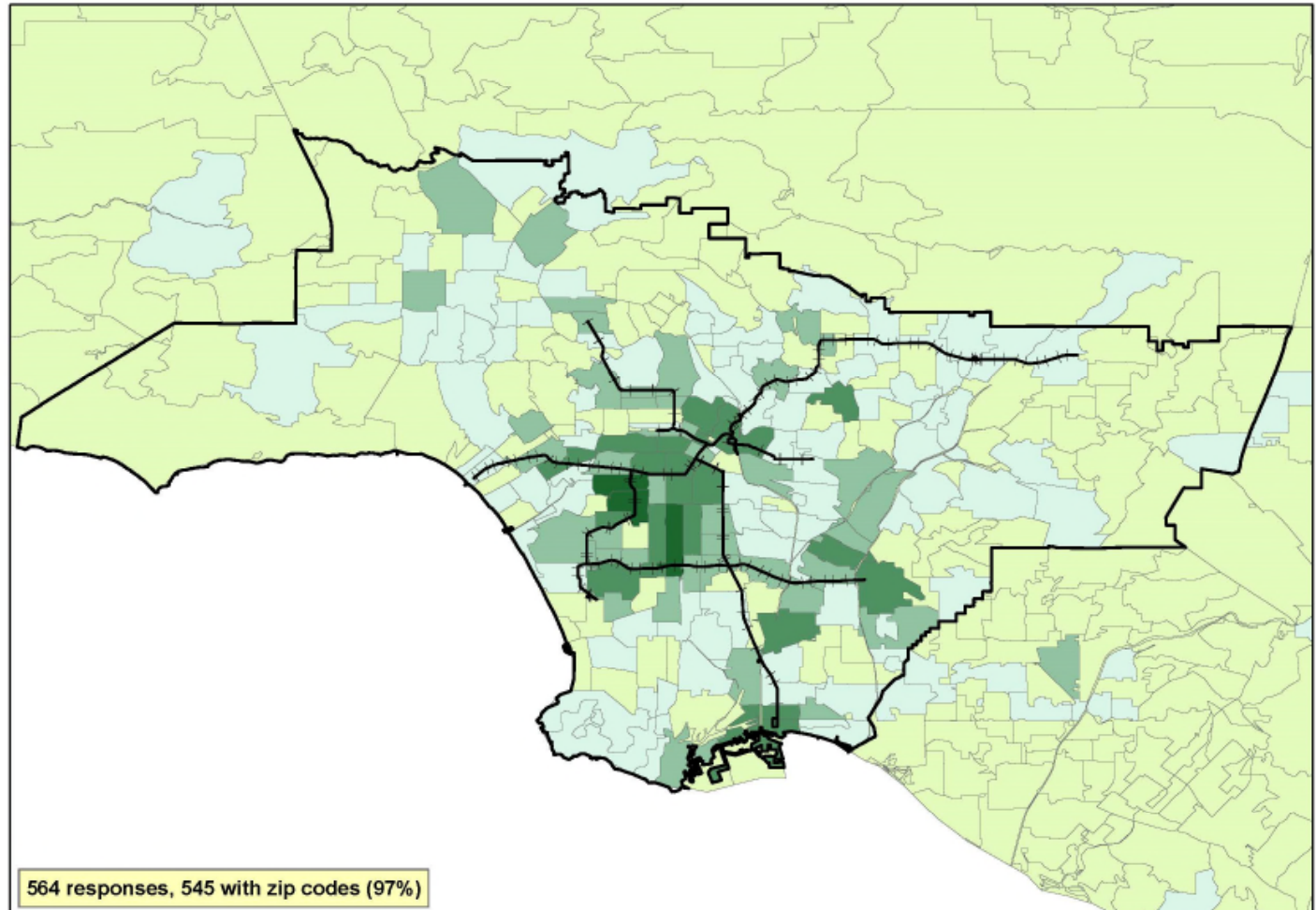


C/K Line Operating Plan Preference: "Any" Option by Zip Code Question 15: Based on Their Last Trip Experience

Legend

Q15: Any Option Count

- 1 <= 2
- 2 <= 5
- 5 <= 11
- 11 <= 18
- No Data
- Metro Service Area
- Metro Rail System



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May, 2023



C/K Line Operating Plan Preference: "Doesn't Matter/No Opinion" Option by Zip Code Question 15: Based on Their Last Trip Experience

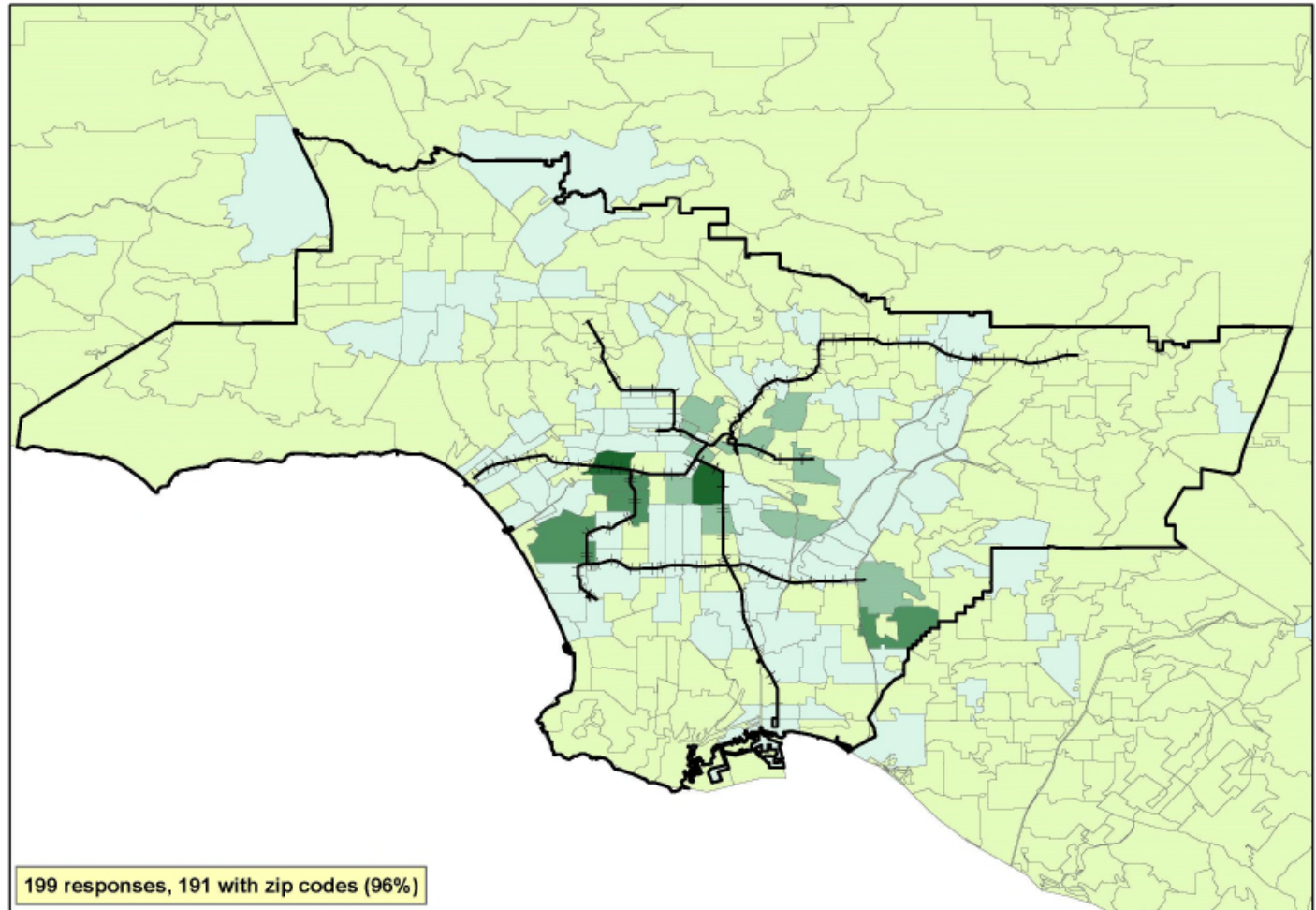
Legend

Q15: Doesn't Matter Count

- 1 <= 2
- 2 <= 4
- 4 <= 6
- 6 <= 8
- No Data

Metro Service Area

Metro Rail System



Prepared by Metro Service Development

May, 2023

Metro C and K Line Operating Plan Update Community Engagement Summary

prepared for

Los Angeles Metropolitan Transportation Authority

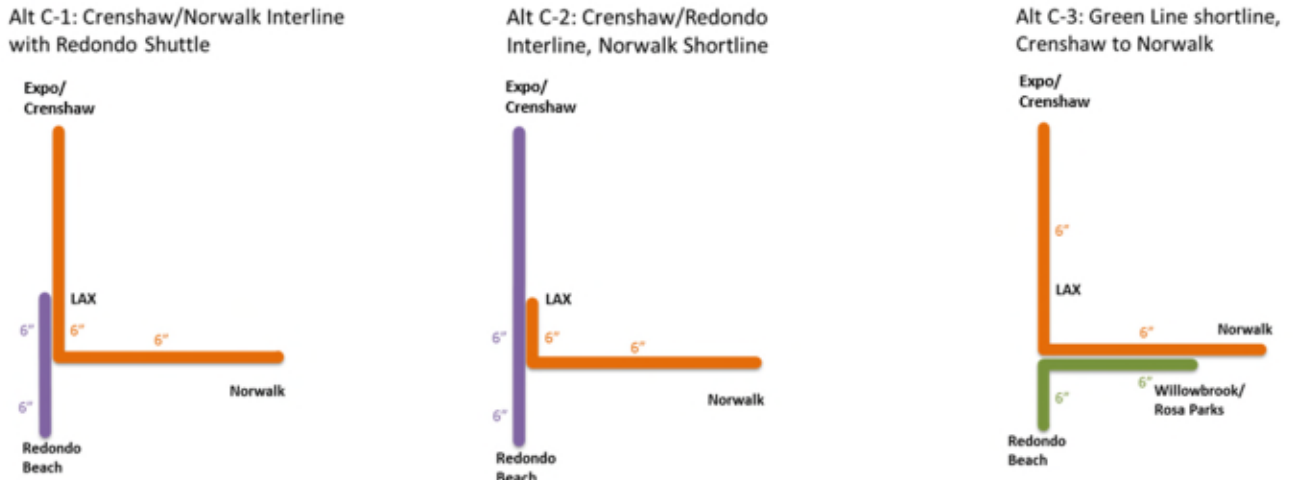
prepared by

Cambridge Systematics, Inc.

1.0 Background

Los Angeles Metropolitan Transportation Authority (Metro) is in the process of updating an operating plan decision for the C and K rail lines once the lines connect. As part of the plan updating process, Metro conducted a series of community engagement events to help obtain public input on three alternatives (shown below) for combining the two lines as part of an updated operating plan.

Figure 1. Option for C and K Line Operations



This report summarizes the views and feedback shared by participants during a series of public meetings discussing the proposed alternatives for combining the C and K Lines. The engagement process consisted of three in-person community meetings organized in Norwalk, Redondo Beach, and South LA, with an online option made available for participants joining virtually. Additionally, two focus group meetings were conducted online, allowing participants to provide feedback in a smaller online-only setting.

Public Meeting	Venue	Date and Time	Number of Attendees
<i>Community Meeting 1</i>	Norwalk City Hall 12700 Norwalk Bl Norwalk	April 24, 2023 6:00 pm	13 in person participants
<i>Community Meeting 2</i>	Hilton Garden Inn 2410 Marine Av Redondo Beach	April 26, 2023 6:00 pm	9 in-person participants 39 online participants
<i>Community Meeting 3</i>	Magic Johnson Recreational Center 1050 E 120th St Willowbrook	April 29, 2023 10:00 am	4 in person participants 10 online participants
<i>Community Meeting 4</i>	Zoom	May 2, 2023 6:30 pm	20 participants
<i>Focus Group 1</i>	Zoom	April 27, 2023 6:00 pm	12 participants
<i>Focus Group 2</i>	Zoom	April 29, 2023 1:00 pm	7 participants

2.0 Key Takeaways

Throughout these public meetings, a few consistent themes emerged:

- Support for each alternative varied depending on the location. Participants from the first community meeting held at Norwalk expressed strong support for Option 1. For the remaining public meetings, more attendees preferred Option 2.
- Participants who preferred Option 1 said that having a one-seat ride from Norwalk to the Westside would minimize transfers and encourage more people to use the system. The first option would also benefit the equity-focused communities that are concentrated in certain sections of the C Line.
- Those who opted for Option 2 said that it provided a North-South connection on the Westside, which can help alleviate traffic congestion on the 405. Connectivity to LAX was also one of the reasons participants chose either Option 1 or 2.
- Some participants noted that with the redundancies in Option 3, this alternative might not be the best use of limited public resources. However, those who were traveling from the east to the South Bay shared that Option 3 was the most convenient alternative for them.
- Participants offered suggestions to expand the coverage of all the proposed alternatives. Metro representatives explained that while this was operationally possible, such alternatives would be resource intensive, and there would likely have to be a trade-off with frequency for each line included in such alternatives.
- Improving the transit experience is important to encourage more people to ride Metro. This includes minimizing transfers and increasing the frequency of trains, improving safety, increasing connectivity with other lines, and improving station facilities and pedestrian access.
- Participants were also interested in future expansion plans. Several attendees inquired about Metro's plans to connect the C Line to Metrolink's Norwalk Station.

3.0 Highlights of the Public Meetings

The public meetings started with presentations given by Metro staff and Cambridge Systematics facilitators. Metro shared a brief history of the project and explained how certain events led to changes in project sequencing and other factors such as travel patterns, operational issues, and future rail expansion that necessitated or promoted the need for a review of the operating plan. The presenters also showed the travel volumes and ridership patterns along the C Line, and the implications of the various options in terms of resource requirements. The future extensions funded by Measure M were also shared with the participants.

Throughout these meetings, Metro responded to a series of questions posed by the attendees. Several participants asked about the possibility of increasing coverage. Metro explained that the “everywhere to everywhere option” was far more resource intensive (many more trains, operators needed) than the options under consideration. While this would increase one-seat connectivity, there would be a trade-off with train

frequency on each line if existing resources were to be maintained. Metro also elaborated on future plans to connect different rail lines across the County. In response to participants' questions on plans to serve all C Line stations with operation of three-car trains in the future, Metro staff shared that there are four stations with platforms only long enough for two-car trains but that a recently secured grant will cover station upgrades to accommodate three-car trains.

3.1 Community Meeting 1

During the first community meeting, where most participants were residents of the Gateway Cities, there was overwhelming support for Option 1. The attendees noted that with Option 1, passengers will have the opportunity to take one seat rides, increasing their access to opportunities. Option 1 would also serve several low-income communities. The participants underscored that transfers are inconvenient and can discourage potential riders from taking public transit since they have to wait for longer periods. For this reason, some participants preferred Option 1 over Option 2. Since there were some redundancies in Option 3, the participants agreed that it would not be the best use of Metro's limited resources.

A few participants also suggested piloting different options and gathering ridership data before deciding which alternative to pursue. Several attendees also shared that pedestrian access to Norwalk Station is limited, forcing riders to walk along the 105-freeway ramp. There was also an inquiry on Metro's plans to connect the C Line to the Metrolink Norwalk Station.

3.2 Community Meeting 2

The majority of participants expressed support for Option 2. Option 2 appealed to several attendees who felt that having a north-south line on the Westside would be beneficial. A participant pointed out that Option 2 would be the most cost-effective alternative to operate and would make the most sense considering future connections to Torrance. Attendees who preferred Option 1 or 2 noted that the connectivity to LAX would be a huge draw to South Bay riders. A participant added that Option 2, in particular, would be more convenient for South Bay residents traveling to LAX and Inglewood. A Lawndale resident preferred Option 2 since Option 1 would require more transfers. An operator on the Green Line suspected that ridership for Option 1 would be limited.

Some attendees were concerned about how the different alternatives will affect travel times and the frequency of trains. Some participants asked Metro to expedite the connection to Metrolink's Norwalk Station, citing its potential to connect LAX to riders from Orange County and the Inland Empire. A few participants also asked Metro to consider using three rail cars.

In addition to discussing the preferred alternatives, some participants also shared their experiences while riding the Metro, including concerns about the homeless population, challenges face by riders with mobility issues, and the lack of station facilities.

3.3 Community Meeting 3

The attendees of the third community meeting mostly leaned towards Option 1 or 2. Option 1 gives access to the Westside and Redondo Beach and serves several low-income communities. However, since it is a long ride, the homeless population might be more enticed to use the system as a shelter. A participant shared that Option 1 offers the most value for money and if Option 2 was selected, the train headways would not improve. Another participant explained that travel time under Option 1 would take much longer, especially

with the planned Hollywood and Torrance extensions. The same participant preferred Option 3, stating that they thought the ridership between Aviation and Rosa Parks was the highest in the C Line.

Other suggestions raised during the meeting include merging all three options similar to how San Francisco operates its Red Lines, avoiding transfer points at Aviation/Imperial Station which may cause delays, and interlining the C and K Lines. As in the previous community meetings, some participants also asked Metro to extend the C Line to connect to Metrolink's Norwalk Station.

3.4 Community Meeting 4

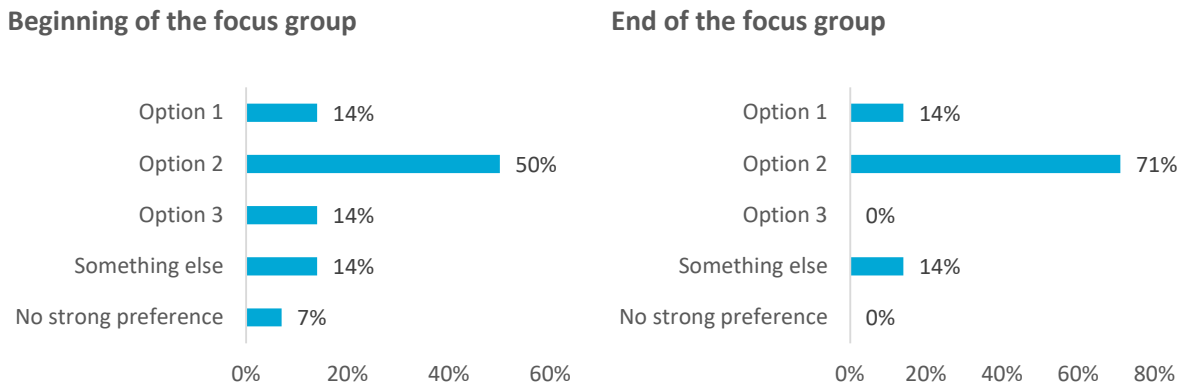
The majority of participants who expressed a preferred alternative supported the C-2 option citing budgetary and operator concerns. Participants also thought that having one north-south and one east-west line would allow for easier connections, make the system easier to understand, and would align well for easier operation of future extensions.

Many of the questions asked during the session were centered around overall system connectivity and operational considerations once the full line is operating. Questions asked included whether the LAX People Mover will have 24 hour service, how long it will take to make the trip between downtown LA and the LAX Airport once the line is complete, how the Inglewood People Mover should connect to the Green Line, and when the Regional Connector will open.

3.5 Focus Group 1

Focus group participants were asked to vote at the beginning and end of each session to say which option they preferred. At the start of Focus Group 1, half of the attendees chose Option 2 as their preferred alternative, with all other options receiving votes. By the end of the meeting, the votes for Option 3 and “no strong preference” shifted to Option 2, with the Option 1 and “something else” maintaining their votes. As a participant noted, the focus group likely has an overrepresentation of attendees riding in the Westside and South Bay. Those who chose Option 2 indicated that this alternative will provide a North-South rapid transit route in the Westside, while those who chose Option 1 liked that it entailed the least transfers. Option 3 was the least preferred alternative since riders have to take transfers to reach their destinations.

Figure 2. Which option would you prefer for combining the C and K Line Operations? (n=12)

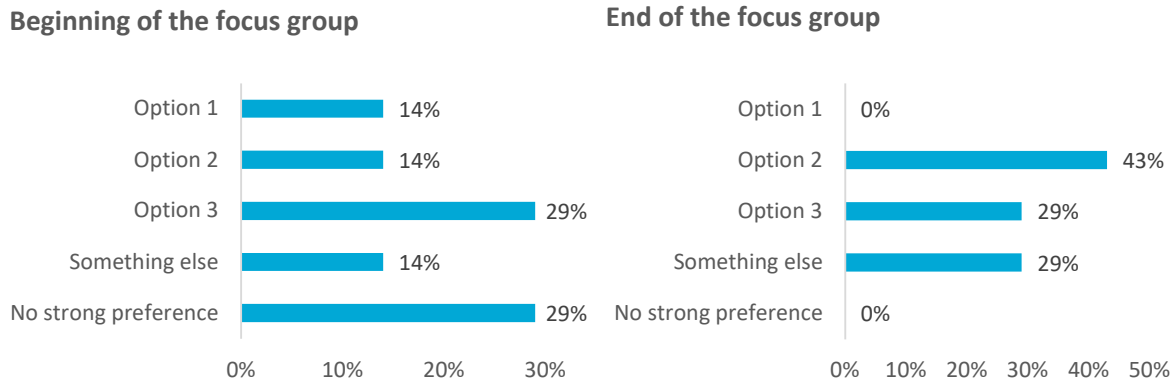


There were a number of questions on how the different options would impact the frequency of trains. A few participants emphasized that minimizing transfers would encourage riders to use the rail. Participants also offered suggestions to expand rail coverage such as a hybrid of Option 1 and 2, combining Option 2 and 3, and extending Option 1 and 2 north. Participants also touched on the connectivity with municipal bus lines, the possibility of infill stations in the future, and discrepancies in the platform length.

3.6 Focus Group 2

The poll conducted at the start of the meeting showed that Option 3 was the most preferred alternative. After the presentation at the end of the focus group when the poll was retaken, Option 2 emerged as the most popular choice. As part of the discussion, a participant was interested in the other options considered by Metro before the alternatives were narrowed down to three. Additionally, a resident from Orange County shared that while all three alternatives were untenable for him, Option 3 would be the most acceptable alternative. The participant thought that the ridership emphasis is misplaced and that the alternatives presented seemed to prioritize the occasional LAX traveler over everyday Metro riders. Other participants, however, noted that several workers use the C Line to get to the airport. There was also a discussion on the future of remote work and how that will impact ridership.

Figure 3. Which option would you prefer for combining the C and K Line Operations? (n=7)



Appendix A. Meeting Notes

Below is a summary of the discussion during the Question & Answer section of each meeting. Metro staff and the facilitation team responded to questions and comments providing information to help participants understand the three alternatives.

A.1 Community Meeting 1

- Consolidating resources behind Option 1 would benefit people currently riding the network and get them to less accessible places. It should be a high priority to maintain one-seat connection to most stations per person in the middle section of the C Line, where the equity community is most concentrated. With this option, particularly west approaching the Aviation corridor, it would be accessible to people in Hawthorne, Watts, etc. This would be the speediest connection to the E Line. Currently, the East and Central areas of the C Line have a well-defined ridership and with Option 1, there's the opportunity to take it north. In contrast, on the Aviation corridor of the current C Line, the ridership market developed less robustly and has seen less recovery post pandemic.
 - C1 and C3 offer that connection to the E Line and has larger regional catchment
- Most Gateway cities will support Option 1; take that line and extend further south if needed and leave the Green Line with a one ticket seat all the way to Crenshaw stop. A lot of common sense to design it such that those riding the Green Line can go to Crenshaw with one ticket, otherwise riders have to take a transfer and it's more inconvenient. Transfers are discouraging because people have to wait for longer periods. Those wait times are delays for those riding transit.
- Supports Option 1 because of the one-seat ride to LAX and Inglewood. Hopefully, there will be a good connection to SoFi and Inglewood. What other outreach activities are you doing in Gateway Cities?
 - Other outreach activities include survey teams riding the lines and working with partners from Council of Governments before going to the Board with final recommendation
- Is there any way we can trial both Option 1 and 2 (or a combination of both) for six months and see actual ridership numbers and come to a conclusion to which option is best? You never really know until you try it out. It's one thing to see it on paper but people need to see how it actually works.
 - The Board can direct Metro to operate one of the options for a trial period. For the C3 option, Redondo Beach does not enjoy direct connection to LAX unlike C1 and C2 with direct ride to LAX People Mover without having to change light rail trains. C3 preserves the majority of existing C Line.
- Doesn't like Option 3. Lots of redundancies; funds should be used as efficiently as possible. Option 2 is not bad, but it is better to have one-seat rides.
- Is there a possibility for Option 4? Every other Green Line train to continue doing what it does now and every other K Line train to continue so there's still through service to existing Green Line and

there's through service north and south in addition to connecting routes. How will the system connect to West Santa Ana branch (WSAB)?

- WSAB is new project from Artesia to DTLA as new light rail line. Proposal to create new Green Line station where West Santa Ana branch would cross over the Green Line alignment, just to the east of 710 freeway in Gardendale area. West Santa Ana branch documentation shows the proposed C Line station in their maps.
- Everywhere to everywhere option – Norwalk to Redondo Beach, Norwalk to Expo, Redondo Beach to Expo for example. It is operationally doable, but the frequency would be half what you would get compared to the three options if budget is limited
- Extend existing Green Line to connect the gap between Norwalk Metrolink and the Green Line station
 - Measure M funding plan to connect to Norwalk. Extension project exists but further out to 2057.
- Will your extension of existing east side lines have third phase to continue out to the border of La Habra to connect to OCTA lines?
 - A lot of potential future options to connect to other systems but only Green Line to Norwalk Metrolink is in Measure M
- Noticed pedestrians using the 105 freeway to get to the Green Line station. Any plans to make it more pedestrian accessible? There's pedestrian access but people usually have to go all the way around or walk on the ramp
 - A brief history on the 105 freeway – the rail line was a mitigation measure that helped the authorities gain approval to build the rail line in the middle of the freeway. Comes with some positives in that it is visible, but it's not the greatest passenger environment in terms of access and the freeway traffic noise
- How about the parking traffic at Studebaker? There are too many cars parked on the residential street
 - This may be because there's a fee associated with parking at Norwalk Station. Parking fees were introduced when demand was starting to overwhelm the station.
- The Regional Connector will help with a lot of the passenger congestion on the B and D Lines in DTLA
 - The new rail line will go through DTLA; currently light rail lines are separated. Lines will be joined together. Metro is currently testing the system but has no set opening date yet.
- What options are there for extending the K Line further north to the D and B Lines to make a complete line so you can go up to San Fernando Valley without having to pass through DTLA?

- Any of the options would bring the line from Expo/Crenshaw up to Hollywood. There will be connection to both B and D subway lines.
- The Green Line is really slow and takes forever to get to DTLA and Hollywood and change from the Blue to the Green Line; long waits are discouraging to riders. Works in Long Beach pre-pandemic and gets there faster even with traffic by car.
 - Working on improved frequency for light rail. Hoping to improve frequency from 15 to 10 minutes on the C Line for off peak weekday and weekends.

A.2 Community Meeting 2

- Definitely in favor of Option 1 or Option 3 because connection to LAX is a huge priority. After spending time in Europe, it was disappointing to come back to LAX.
 - A critical difference between the three options is that Option 3 does not provide connectivity to LAX Station from all segments. Redondo Beach leg would not be connected to LAX Station. Option 3 prioritizes existing C Line instead of connecting to LAX.
- Prefers Options 1 and 2 with connectivity to LAX; this is a big draw for South Bay riders. Few people from South Bay ride eastbound during work hours. Is Metro planning to run trains through K Line before airport connection is open?
 - Construction at AMC Station to operate trains through the station. This was the original plan but more recently, construction is more focused on coordinating LAX and the People Mover train opening days. Not opening K Line operations as soon through AMC and working faster on the AMC project to align opening days is now being explored.
- Supports Option 2. West side of LA is developing quickly and having a coherent north-south line would be beneficial especially with transfers having to be made; LA roads based on a grid. Not sure if South Bay density deserves that quite yet so Option 2 is better; also considering future connections to Torrance.
- A Lawndale resident shared their reservations with Option 1, favors Option 2, and indifferent to Option 3. For C-1 and C-2, riders have one-seat ride to LAX. One-seat ride is beneficial, might be confusing if they have to transfer. If C-1 were to be implemented, riders would have to take the train from Redondo to LAX and from there, take the K Line or C Line. Riders would end up taking three instead of two light rail trips.
- A current operator on the Green Line shared that they don't expect to see enough ridership for Option 1. For Option 2, does Metro anticipate the ridership to increase? Operating two cars between Crenshaw to existing westbound to Redondo Beach – ridership will be packed between the two cars. Option 3 is the best option except passengers don't read signs and they might go past Wilmington to Norwalk. Suggested that one side Norwalk going to Expo, and one side to Marine Station. With Option 3, if you have a train stop, how long will it stay before going westbound?
 - Trains would go further east of Willowbrook/Rosa Parks to use crossover to come back. Dwell won't take place on platform.

- Likes C-2. Looking at the bigger picture and future projects, C-2 keeps operations in check for the short and long term. It might be most cost-effective to operate and get more people to use it.
- A lot of people from South Bay supporting C-2 makes most sense to move people from South Bay going to LAX and Inglewood. People are aware of the extension to Torrance; hopes everyone is also considering options.
- LA is hosting the Olympics. How will these lines bring people to and from Olympic areas?
 - Some of the venues such as the SoFi stadium are close to the C and K Lines; these lines definitely have a role to play. There will be a substantial influx of people so LAX will be challenged to move more people. Events are scattered across the region. Opening and closing ceremonies will be at SoFi. There are also events at the Coliseum, Crypto Arena, and Downtown Long Beach.
- How much time will it take for the train to get from Norwalk to Crenshaw Station?
 - Around 43 minutes, from Norwalk to Expo/Crenshaw Station
- Is the K Line a three-car line?
 - The K Line was built to accommodate three-car trains. We have stations on the existing C Line that were built to accommodate two-car trains. LA Metro recently secured a state grant to expand the four stations that currently have two-car platforms to be three-car platforms.
- Option 3: Will the frequency of trains remain the same? Will they share the same track, from Aviation to Willowbrook Station?
 - Metro tries to use the same frequency across all lines. Currently, the headway is around ten minutes in peak periods. Pre-COVID, six minutes was the traditional peak headway. It is still feasible to operate the same LOS. We are going through a transitional period for rail. Rebound still not strong on the rail network; unsure when Metro can go back to the six-minute headway.
- We all know Options 1 and 2 are at-grade because of the K Line, is that going to affect travel times compared to Option 3 which is grade separated?
 - It would not impact travel times; will be using same speed and equipment, trains scheduled three minutes apart to keep distance between them
- A participant recalled that Option 3 was not the option Metro recommended to the Board. South Bay recommended the option.
 - The staff recommendation was C-1 alternative but after deliberation with the Board, they wanted to preserve the C Line, hence, Option 3 was chosen. The critical difference is also that LAX-AMC connector is in place. South Bay has interest in the north-south alignment, but they have to take a position as they make their option. LA Metro meets with them and is waiting for a formal response from South Bay and the Gateway Cities.

- The C Line provides single seat service between Norwalk and Redondo Beach, the Metro Board may want to consider at least a new single seat line between Aviation LAX and Redondo Beach in addition to existing options.
 - This is our moment for the Metro network to have a meaningful connection to LAX. One of the characteristics of the network is simplicity and avoiding too many patterns since this adds to the operating cost. Point-to-point service is definitely customer-friendly but extremely expensive because every section of the line is duplicated.
- What about extending the C Line to the Westside to Expo/Bundy and eventually to Veterans Hospital to connect to the E and D Lines?
 - We have Torrance extension planned, that will happen first. The second project will extend the K Line further north, these are in the funding measures and have future funding dollars allocated to them.
- Other than the three alternatives, what were the other operating scenarios? Hopes that C Line can still run between Norwalk and Redondo Beach because people will have to connect with A and J Lines. Would prefer C-3 with modifications on the C Line continuing to Norwalk because people have to get off the train at Rosa Parks and transfer to Norwalk using the K Line.
 - Everywhere to everywhere option, feasible to do it operationally but the challenge is affordability. This would double the number of rail services that Metro is running. Instead of eight-minute frequency, it may reach twelve or fifteen minutes. A lot of riders make transfers, depends on how convenient Metro could make those transfers.
- The People Mover Station and LA Metro Station are far from each other, especially for those with luggage. How do you go from the Metro Station to the People Mover?
 - There are escalators and elevators to connect these systems since they will be on different levels; there are vertical transfer opportunities. One station platform is underneath the other.
- Please make it a priority to connect the K Line to the Expo Line. We can go past LAX. If you get on Red Line to North Hollywood, you have to take the Green Line, Blue Line, and Red Line to North Hollywood. At least 4 transfers.
- West Santa Ana Branch Gardendale Station - Green Line trips can terminate there and be out of way; similar design to San Diego station
- C Line from Torrance – Redondo Beach extension down to Hawthorne Boulevard. Ridership will be higher if it goes down the road.
 - Project team has received feedback on this issue
- C Line –Is it possible to start with LAX station?
 - timeline for construction of platform extensions not yet clear but we have funding stream for the project

- Bus from Westchester to Green Line – bus transfers have diminished ridership vs one seat ridership
 - We operate a bus bridge so people can move between two lines, but it does take an effort to transfer
- Is Metro planning for the future? By 2030, West Santa Ana branch is going to have a station, maybe extend to Norwalk and Santa Fe Metrolink Station. How is this going to impact the lines Metro will use?
 - Metro has the West Santa Ana project, other projects in development – opening in early 2030s. Will have brand new station adjacent to C Line and building C Line station to connect those two lines. Whatever option is chosen will accommodate future development. Extension from Norwalk C Line to Norwalk Metrolink is another Measure M project but in the 2050s.
- Downtown Regional Connector project – Blue Line to Pasadena. How long will two new routes take in terms of total round trip time and how many new train sets will be required?
 - 168 rail cars when service is launched, we will increase operating train sets. We are testing these two new lines – opening maybe later this year.
- Volunteers for Metro's on the Move Program. Unpleasant experience riding the C Line especially with the homeless population.
 - Current challenge with homeless population being discussed with the Board – policy involves how to deploy law enforcement and other resources to get people who are not using the system for transportation out of the trains and stations. Major issue for the Metro Board.
 - Use Transit Watch app to make reports – take pictures of elevators that are not working; data also used by security to direct resources.
- The elevator goes out of order, it is difficult for the handicapped. Has mixed feelings about the new drivers. The drivers don't want to lower the ramp. Keep in mind the handicapped in whatever service you provide.
 - Please report through comment opportunities and note time and vehicle number
- When will Metro start switching signs to reflect patterns from new lines? Union Station still has the yellow circle.
 - Metro is working overtime to update the signages
- Appreciates what Metro is doing with the ambassadors, their visibility and presence makes the trains feel safer

A.3 Community Meeting 3

- At Aviation LAX, there's a shuttle that goes to Westchester/Veterans from the Green Line. Is the use of that shuttle overwhelming? Curious if there are a lot of trips and transfer activities. Pico Station on

Blue Line where people from the south would switch to the Expo Line. Are people coming from South LA to get to the Expo Line and ride it?

- Shuttle bus typically has 250 riders by day by direction compared to K Line of about 2,000 riders a day. We have seen a small volume transfer off K Line to travel across the C Line. Every Crenshaw line has a bus arriving, but we haven't seen that as the most substantial volume. Expo/Crenshaw and Westchester/Veterans busiest station of the line. Interested in how this will change with direct connection to LAX.
- Looking at shuttle numbers misrepresents what the situation could be because it could affect how people choose to use transit if they didn't have to do that extra step. With numbers being modest, it would be a growth challenge to get people coming from Redondo Beach. One reason that Option 1 is attractive is that information on budget and resources for all three operating patterns is useful and those wanting to use those resources to get the best value. But also, the relatively lean number of train sets for Option 2, we could do Option 1 with less. If Option 2 is selected, the headways on the Green Line as they are today wouldn't get any better. Wants to see a shift for shorter wait times on the Green Line.
 - Rail frequency standard across all light rail lines. For any of these options, Metro would offer the same frequency. Right now, Metro operates light rail every ten minutes at peak period, generally twelve minutes frequency off peak. C Line generally has fifteen minutes of frequency off peak but expect to correct that to match headway of other lines. Hopes for eight-minute peak frequency, ten minutes off peak.
- Option 1 and 2 preferred. Option 3 is similar to how B and D Lines are right now. Thinking about municipal buses on the C Line (Torrance to Redondo Beach Station) – GTrans going between Aviation and Willowbrook/Rosa Parks Station, DASH buses available too. There are several Long Beach Transit buses. Connections of these municipal bus lines to C Line?
 - Metro has a lot of municipal transit activity providing connections to C and K Lines, would continue to have those lines connect. Lots of opportunities to partner with municipalities and not duplicate their efforts. TAP card option available for municipal agencies
- Density with the section of track between Aviation and Rosa/Parks being the highest in the C Line - also one of the slowest parts of the system is why Option 3 is preferable, but merging all three options would be better – keeping the C Line intact and piggybacking off of what San Francisco does with their Red Line, where a specific train goes to the airport, turns around, driver switches ends, and continues on the same route. K Line will also serve Aviation to Rosa Parks which would make Rosa Parks a major transfer point in the system. However, this includes construction along the upper platforms of the station which Metro might not consider, given their budget cuts. With Hollywood and Torrance extensions, Option 1 would take a lot longer and a lot of trains coming out of the K Line division.
 - Preserving C Line – everywhere to everywhere option, Norwalk to Redondo Beach, expanded version of C-3. Goes to every station without having to change trains. Physically possible, but doubles operations. Likely looking at less frequency for each line due to budget limits which matters for people's willingness to use the system.

- Avoid transfer points at Aviation/Imperial Station which may cause delays to the airport. That route can stop at existing Aviation/Century so people do not have to transfer all the way to Imperial
 - The reason Metro didn't add stops is that the physical conditions are not set up for a bus stop. Alignment is often subject to road closures, so we have to detour as they get closer to the opening of AMC.
- Interlining C and K Line – how the B and D Lines are now. If that were implemented, would it have the same frequency as B and D Line? Would K Line become C Line at Expo/Crenshaw?
 - Metro has to develop a schedule to see if interlining would be required. Can easily train operators. If deemed the best way, it would be great if both division operators trained on both lines.
- Likes Option 1 and Option 2, but has safety concerns on these very long rail trips. The breakup and transfers help alleviate those safety concerns. Option 1 is reaching some of the lowest income communities and it would be no transfers for them. Preference for what's best for the community. Lowest hanging fruit is riding the line. Doesn't like that the C Line makes a curve going north and stops. C Line is central to a few communities and for them to transfer might be an issue but might also be safer.
 - It might create a more convenient environment for the homeless to shelter in, a challenge for longer rail lines. Equity focused communities where transit is more vital. The ability to travel further on one train ride is more convenient for the riders.
- How does Metro plan to get railcars from there all the way to Atlantic? Also proposed extending the Green Line to Metrolink Norwalk Station
 - Norwalk project in Measure M, further out in the timeline. In terms of regional connector - opens in a few months – Board selected combining A and L line. Launching this format end to end. A case of getting used to running this system comes with some complexities but Metro is already in test mode. Homeless issues have to be monitored. Ambassadors are deployed on the C Line.
- Will there be a station near the Commerce Shopping Center?
 - Eastside Extension project - Atlantic Station travelling further east. Probably will be implemented in a couple of stages which plans to include a stop at the Citadel Outlets.

A.4 Community Meeting 4

- Favors C-3 with a modification of the C Line to continue down to Norwalk so that riders don't forget to get off the train and transfer. Thinks they would have a better travel experience from Redondo Beach to connect to the A and J Lines to or from DTLA. The K Line should operate from Expo/Crenshaw to Norwalk, and Redondo Beach to Norwalk.
 - Metro has the tracks and infrastructure; it would be more expensive and would require additional train sets. Providing everywhere to everywhere service would be a full duplication of existing service levels and would require reducing frequency.

- Will the LAX People Mover have 24 hour service?
 - That will be up to LAX as they will operate that service. It is likely that if they do not operate a full 24 hours, then they will operate close to that as it will provide a key link for their employees and to things like the rental car facilities.
- How long it will take to make the trip between downtown LA and the LAX Airport once the line is complete?
 - The trip will take approximately 45 minutes. Riders would connect to the LAX People Mover train which would be located at the station and would operate very frequently.
- In Options 1 and 2, the C Line stops short of where it would meet with the Inglewood People Mover. Anyone coming up to SoFi or the Forum from South Bay will have to transfer after transferring trains at LAX. It seems clumsy to require a transfer to go 2 more stops to get to the Stadium. Why not run the first train all the way up to the Inglewood People Mover? The Inglewood People Mover will run around ½ mile from the Green Line. It would make sense to connect it directly to the Green Line, but it seems to have been designed in isolation and not considered in network planning. Is it possible to extend the C Line north to DT Inglewood Station?
 - A subsequent phase would extend Inglewood People Mover to the C Line. Neither the initial or future phases are fully funded. That operation would be revisited when there is more certainty about the Inglewood People Mover project. Metro typically operates shuttles from Hawthorne/Lennox Station to the Stadium. That service would continue until the Inglewood People Mover opened.
- Why can't both be extended up to Expo/Crenshaw?
 - There is a short-term power supply issue, but Metro recently received notice of a state grant award to address platform lengths and power issues. In 2018, C-1 and C-2 were designed to have minimum overlap and maximize frequency to allow easy connections.
- Supports C-2 due to budgetary and operator concerns. Also thinks having one north-south and one east-west line will allow for easier connections, and that keeping as east-west and north-south lines sets up for easier operation of future extensions. A short-term solution until phase 2 Inglewood People Mover is completed could be to operate special event trains for events held at the Forum or other nearby venues. LAWA has moved the People Mover opening to 2024 to LAX/Metro Center. Is it possible that the C Line to Aviation/Century will open before the end of 2023, or will its opening be delayed until the entire extension can open?
 - Metro had expected ability to operate through LAX Transit Center Station, LAX People Mover train completion date has moved a little. Have found that if Metro delays operating trains through the station, construction would be able to advance more quickly. Metro is working with LAX to align dates. Metro would not open to Aviation/Century Station alone.
- Favors option C-2. What is the relative cost savings are for C-2 compared to C-1 and C-3?
 - Metro did not want cost to be the major discussion point for the public outreach, but wanted the discussion to be centered around functionality, which is why the options are discussed in

terms of resources. The operational costs would vary by multiple millions of dollars each year. The C-3 option would require around 19 2-car trains, C-2 would use 16 car train sets, and C-1 would use 17.

- Uses Metro one-two times per month from Azusa to LAX by riding to Union Station, transferring to the Blue Line towards Long Beach, then transferring at Willowbrook all for \$1.75. C-3 would be his choice, but coming from Azusa, what would be his alternative to get to LAX once Regional Connector opens?
 - When Regional Connector opens, L Line will become the A Line and he would be able to ride to Willowbrook and take the train across from there to the People Mover. All three options would be equivalent. C-3 wouldn't benefit turns south and doesn't reach the People Mover. Another option would be to ride to downtown, transfer to the E Line and ride south to the People Mover. That trip may be slightly shorter but does involve an additional transfer.
- One of the presentation slides says that over 20 operational scenarios were originally considered – what were they?
 - Those scenarios date back to the 2018 discussion. Staff can follow up to provide more information. Many of the options were ruled out due to technical reasons.
- Happened across the meeting notification on Twitter, but it was not reflected on metro.net/calendar. Hopes in future will consider having added to the calendar.
- What is the opening date for the Regional Connector?
 - Trains have been operating a full schedule in testing mode since April 9. Once Metro can obtain CPUC approvals, an opening date can be established. An announcement from the CEO is pending, but it will be coming soon within 2023.

A.5 Focus Group 1

- C-2 is the most useful and practical option because people are coming from east/west and trying to go to LAX and if they want to go north, they can transfer. Feels like having as many transit options as possible is important. LAX is a big transportation hub; there's opportunities. Short-term worker availability and feasibility might be an issue, but maybe next time there could be 3 lines. Maybe one that could go to Torrance or a combination of C-2 and C-3. Doesn't understand why Norwalk Station isn't connected to Metrolink.
 - There is a project, but still in the distant future to link the existing Norwalk Station from the C Line to the Metrolink station.
 - Everywhere to everywhere alternative – expand the C-3 option by expanding the Green Line alignment to Norwalk and north-south alignment at Redondo Beach. It's not an infrastructure challenge but Metro would double the amount of rail service and increase the operating budget. The other way to do it would be to reduce the service and the frequency would be less. There's a tradeoff between one seat rides and more frequency of lines.

- For Option 2, one thing to consider is the combination of LAX and Marina del Rey. The extended chokepoint for traffic from Santa Monica to South Bay would be an advantage for Option 2. With regards to Option 3, it's cutting usefulness. Transit riders are taking routes with more than one transfer. Doesn't see any benefit of extending to Torrance if it doesn't connect anywhere other than taking transfers.
 - One of the notable differences is that for C-3 not all stations have direct access to LAX. With the other two alternatives, all stations on any part of the network enjoy a direct connection to LAX. C-2 does align with the regional travel pattern for the western end with north-south concentrations of movement.
- Shoutout for C-1 option. Takes C Line from end to end. Choosing C-1 gives riders the option not to transfer to go all the way up to the Expo Line. For these surveys and focus groups, do you capture where people start from where they live to ensure that results aren't skewed?
 - Yes, survey includes home zip code to cross check the different lines and see what the distribution is for the zip codes.
- Thinks Option 3 is the worst. Strong transit network has short headways to minimize time, especially if riders have several transfers. For people waiting at stations, this can be a strong deterrent.
- Likes idea of the line going past LAX Station to Inglewood; would facilitate people going to games. Metro has to facilitate many rides north of Expo Station. A lot of factors outside of Metro make it hard to use the lower end of C Line. Would like Options C-1 and C-2 extended north. Is there precedent for ending a train midline? Like C-3 and C-2 stopping and going back around?
 - Not sure what LAX's plans are for the flyaway network – most rail operation has been end to end without active use of short lines. It is doable and feasible but adds complexity with mix of protocols and switch tracks.
 - On K Line portion – at grade, while operationally you can move trains faster there might be standards that Metro abides by.
- Is it possible for any one of these options anytime in the future?
 - The Board's intent was to select the option that could be piloted and consider the results of testing. Interested in a permanent option since it's expensive to redo signage and other arrangements. Definitely some challenges with conducting a pilot and reinstating a different operating plan.
- Platform length discrepancy between different parts of line.
 - C Line was built in 1995 as part of the mitigation measures to allow for building 105 freeway. At the time, there were engineering actions which were to build 4 stations with limit of two car vs three-car platforms. All two-car length stations are in the west end of existing line - Aviation LAX, Redondo Beach, Mariposa, and Douglas. Metro received state funding to address platform length discrepancy at those four stations.

- Are the anticipated headways six minutes regardless of service pattern? Is there a possibility of making infill stations on C Line in the future? And the line that connects C to K – in the future, can Metro extend the C Line westward?
 - Six minutes was traditionally Metro's light rail maximum peak frequency pre-COVID. Metro has the capacity to build back to that level of frequency, but ridership remains subdued. Recovery is 67 percent. The current headway is ten minutes during peak periods. We're looking to get to eight minutes peak frequency but need to hire more operators and more ridership. We have another rail initiative that will open – the Regional Connector through DTLA. Only definite infill station is Santa Ana branch
- Can C-2 continue north to at least the People Mover or K Line north?
 - If we look at C-2 option whether Norwalk continued north – yes, additional train sets required. Physically, yes, we can operate further north but operation costs will be higher.
- Excited for the Regional Connector. When looking at arrangements for trains, we need to get people where they want to go and minimize transfers. You have to transfer so many times; as a lifelong Metro rider, doesn't trust transfers. Prefers Option 1 since it requires the least transfers. The goal of light rail is to minimize car travel, the opportunity to travel long distances without transfer. C Line doesn't really take you anywhere. Supports extending the C Line all the way to K Line, hybrid of C-1 and C-2 option. Minimizes transfer and gets people to farther places.
 - On extending C-2 option to Expo/Crenshaw Station, Metro can set up more efficient transfers and set trains up to be three to five minutes apart so there can be quick easy transfers between each line if necessary.
- This focus group likely has an overrepresentation of folks riding in the west side and South Bay. Reducing miles traveled by car should focus on getting folks long distances easily. Lots of traffic in the west of the county due to workers from the east (that's why the 10, 105, and 405 freeways are always jammed). If Metro can run long distance lines like Azusa to Long Beach then a line from Norwalk to Hollywood is now a problem (though you could conceivably do this by taking C, to A, to B).
 - Challenge is Norwalk to Hollywood - problematic and would offer larger regional catchment.
- What would it take for Metro to consider new heavy rail lines?
 - Metro flagging for heavy rail format. The Sepulveda Transit Corridor is an active project under the study. Hopefully operational by mid-2030, minor extension east side in DLTA.
- Sepulveda pass – please don't use monorail since it's completely different infrastructure. Alternate C-2 option for the rest of the day, but during peak hours add dashed line instead of stopping at LAX for a period of three and four hours. Would this be a feasible option since there would be more riders coming in anyway?
 - Operationally doable – move the train so they can switch directions.
- What are the future plans of Metro rail? To what extent can Metro proactively plan?

- No overall rail vision plan but Metro needs it. The future rail initiatives already in planning include the Sepulveda Transit Corridor, West Santa Ana Branch, and East San Fernando Valley corridor. Several projects for Metro rail expansion are in the pipeline. There's a framework for continued expansion but other corridors such as Vermont have to be developed as a project. Metro can create a rail vision.

A.6 Focus Group 2

- Operating plan of C and J Lines – most important is to keep C Line service between Norwalk and Redondo Beach because Redondo Beach and Torrance people need to make connections at A & J Lines traveling to DTLA. Suggests one route, Norwalk to Redondo Beach, which would be the C Line. If Option C3 is chosen, it's an okay option with C Line being able to continue to Norwalk. If it starts at Rosa Parks Station, riders will forget to transfer to another train to Norwalk. What were the other 20 operating scenarios considered?
 - Option described is the everywhere-to-everywhere option. One of the options the Board considered earlier on was to preserve the full C Line, keep Norwalk to Expo/Crenshaw, but take the north-south alignment from the C-2 alignment. This doubles the amount of rail service. There would likely need to be a tradeoff with reduced frequency for each line to be able to budget for operation of that network of lines.
- Suspects that support for Option 3 is because of the audience. Lives in north OC, commutes to South Bay – all 3 options are really bad. If Option 1 or 2 is adopted, can't ride Metro. Option 3 is the least evil. Commute is not shorter using Metro today, but having to transfer adds another 20-30 minutes to the commute time and is untenable. If Option 3 is chosen, might still continue riding Metro. Glad the Metro system is being expanded but ridership emphasis might be misplaced. Metro is forsaking regular riders to give preference to the occasional LAX traveler.
- Anything but Option 3, because getting workers to the airport is an important component of what's happening here. Lives in Long Beach to go to LA. Given the route, travel time with the C Line takes much longer than driving. You stand on the platform, and you can't have a conversation with someone. The system isn't serious about luring people out of cars.
 - LAX travel market – AMC connection to the People Mover. C Line was built as mitigation measure for the new 105-freeway construction but it's designed at the heart of the freeway and picks up noise from surrounding traffic. Acknowledges that waiting environment is not great because of the noise.
- Used to work in El Segundo, takes the Metro at Lakewood Station and gets off at Mariposa. Started working in Venice last year. Commutes from Downey to Venice, is only 15 minutes longer by transit than by car. Can take a ride at Lakewood Station and go to LAX. Get off at Aviation, take Santa Monica bus and use the Metro bike share. Any of the routes will serve airport staff; sees a lot of airport staff taking the C Line, getting off Aviation and taking a shuttle to the airport.
- Remote work will go away, and in-person work will go back soon. Planning for ridership based on COVID is a mistake.

Appendix B. Sign-in Sheets



C & K Line Operating Plan Public Meeting

Monday, April 24, 2023

NAME (Please print)	EMAIL <i>Print clearly if you'd like to be added to email list</i>	Add to Service Council Email List?	How did you learn about the meeting?
VANESSA PAPADISIA	VBMEZA@YAHOO.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Edgar Flores	Edguri6424@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Stephanie Tepica	stapra@norwalkca.gov	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
P. Warner	PETER WARNER	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
TORIBIO SALVACION	tsalvacorn87@yahoo.com	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
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		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog

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C & K Line Operating Plan Public Meeting

Monday, April 24, 2023

NAME (Please print)	EMAIL <i>Print clearly if you'd like to be added to email list</i>	Add to Service Council Email List?	How did you learn about the meeting?
Jim + Jacque NAVARRO	JJ65CHEVY@HOTMAIL.COM	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Alejandro Alvarado	alejandro.alvarado6656144@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input checked="" type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Vincent Perez	814671044@msn.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input checked="" type="checkbox"/> The Source Blog
Jesus Gomez	JGOMEZ@NORWALKCA.GOV	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Danny Hoan	already on	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Serona Liu	mail.seronaliu@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Francisco Mojica	cmojica88@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Viviana Gomez	vgomez@bos.lacounty.gov	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog

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C & K Line Operating Plan Public Meeting

Wednesday, April 27, 2022

NAME (Please print)	EMAIL <i>Print clearly if you'd like to be added to email list</i>	Add to Service Council Email List?	How did you learn about the meeting?
<i>Tolly Osborne</i>	<i>B n red school@yahoo.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>SHAWN GRATHAM</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>MICHELL GRATHAM</i>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>PETER WAZNAR</i>		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>Joaquin Gonzalez</i>	<i>joaquinonz.7@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>Christy G</i>	<i>Christy.g.aj@gmail.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input checked="" type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>Kim WONG</i>	<i>KIM Fan Wong@yahoo.com</i>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog

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C & K Line Operating Plan Public Meeting

Wednesday, April 27, 2022

NAME (Please print)	EMAIL <i>Print clearly if you'd like to be added to email list</i>	Add to Service Council Email List?	How did you learn about the meeting?
<i>Nunila Sagisi</i>	<i>nusagisi@hotmail.com</i>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
<i>Wayne WRIGHT</i>	<i>74 IMAGES @GMAIL.COM</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
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C & K Line Operating Plan Public Meeting

Saturday April 29, 2023

NAME (Please print)	EMAIL <i>Print clearly if you'd like to be added to email list</i>	Add to Service Council Email List?	How did you learn about the meeting?
Randy wheeler	Randy wheeler 422@gmail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Daniel Horn	no thanks	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input checked="" type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Rochelle Mackabe	miss MACKABEE@gmail.com on file	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
Jerimiah Phillips	westcoastmetrotransit@gmail.com	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input checked="" type="checkbox"/> Email <input type="checkbox"/> Friend <input checked="" type="checkbox"/> The Source Blog
		<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Brochure/Flyer <input type="checkbox"/> Facebook <input type="checkbox"/> Twitter <input type="checkbox"/> Email <input type="checkbox"/> Friend <input type="checkbox"/> The Source Blog
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Appendix C. Public Comment Cards Received

Metro C & K Line Public Meeting

Date: 4/26/23 Name(optional): P WARD
 Most frequently used Bus/Rail Lines: B,D,K,10,80,6,4,C
 Times of day most frequently ride: VARIABLE

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: Inglewood People may want to be the "S" Line
with a Bronze Gear
LA Airport could be "L" Line (Aqua)
-How Long will the trip take between Expo Crenshaw
to Norwalk

Metro Reunión pública de la línea C & K

Fecha: _____ Nombre(opcional): _____

Líneas de autobús/tren más utilizadas: _____

Horario del día con más frecuencia de paseo: _____

Elija su opción preferida para el servicio de trenes Metro C Line y K Line rediseñado:

Opción 1

Opción 2



Opción 3



Comentarios: This is Reminiscent of Metrolink LEX
(San Bernardino to Oceanside) and BART Orange
line (Richmond to North San Jose) as it
it does not pass through DTLA (or DTSF)

Metro C & K Line Public Meeting

Date: 4/24/2023 Name(optional): Alejandro Alvarado

Most frequently used Bus/Rail Lines: 460, C Line, B line, E line

Times of day most frequently ride: _____

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: _____

M Metro C & K Line Public Meeting

Date: 4/27/23 Name(optional): Yvette X.

Most frequently used Bus/Rail Lines: Used to ride 910, 81, & 460

Times of day most frequently ride: 8-9am + 5-7pm M-F

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: I prefer this route b/c it would provide more access to the Westside + the rest of the Metro system. One seat ride potential.

Option 3 is too redundant + I don't support it.

M Metro C & K Line Public Meeting

Date: APRIL 2023 Name(optional): GAIL MURAKAMI
 Most frequently used Bus/Rail Lines: C/BLUE LINE/RED LINE/SILVER LINE
 Times of day most frequently ride: AM/EVENING

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



GREEN LINE TOO SHORT & BETTER USE OF DRIVER



GO PAST LAX FOR GREEN LINE BUT GO TO LAX TO CONGESTION

Option 3



WHY USE TWO LINES SHORT DRIVERS

SHORT DRIVERS

Comments: DON'T STOP AT LAX.
ITS ALREADY CONGESTED
CONTINUE PAST LAX, BUT GO TO LAX.

Metro C & K Line Public Meeting

Date: 4/26/2023 Name(optional): _____

Most frequently used Bus/Rail Lines: C and silver bus

Times of day most frequently ride: 9am and 2pm

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: _____

Metro C & K Line Public Meeting

Date: 4/26/2023 Name (optional): _____

Most frequently used Bus/Rail Lines: C, K, L, C-K bus

Times of day most frequently ride: morning

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: _____

M Metro C & K Line Public Meeting

Date: 4/26/23 Name(optional): Steven

Most frequently used Bus/Rail Lines: C Line, 40 Metro Bus

Times of day most frequently ride: Varies

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: In favor of Option 2. Option 1 would make it more difficult to get to 74th Street Metro station.

Metro C & K Line Public Meeting

Date: 4/29/23 Name(optional): _____

Most frequently used Bus/Rail Lines: C

Times of day most frequently ride: rush hour, evening

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2

Option 1



Option 2



Option 3

Option 3



Comments: Option 1 only

M Metro C & K Line Public Meeting

Date: 4-29-23 Name(optional): Randy wheeler
 Most frequently used Bus/Rail Lines: K-Line Because I live in Inglewood ^{also green line} (Crenshaw)
 Times of day most frequently ride: when receiving a haircut / or going to family law court in LA

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: Option 3 because of less congestion of people from traveling to work on the greenline as well also goes from expo / crenshaw to Norwalk, people can save gas arrive at work on time also freeways won't be to congested as well

From parking at different train K line stops get to destination faster making time our friend

Metro C & K Line Public Meeting

Date: 04/29/2023 Name(optional): Miss Mackabee
 Most frequently used Bus/Rail Lines: A, B, C
 Times of day most frequently ride: Am - late pm

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: _____

Metro C & K Line Public Meeting

Date: 2023/04/29

Name (optional): Jeremiah Phillips

Most frequently used Bus/Rail Lines: 204 / 754 / 720 / 901 / 802 / 803 / 804 / 761

Times of day most frequently ride: _____

Please pick your preferred option for the redesigned Metro C Line and K Line rail service:

Option 1

Option 2



Option 3



Comments: _____

Tally of comment cards received:

Option 1	6
Option 2	4
Option 3	1
Selected more than one option	1
Total comment cards completed	12 from 46 total in-person participants

C & K Line Operating Plan Update



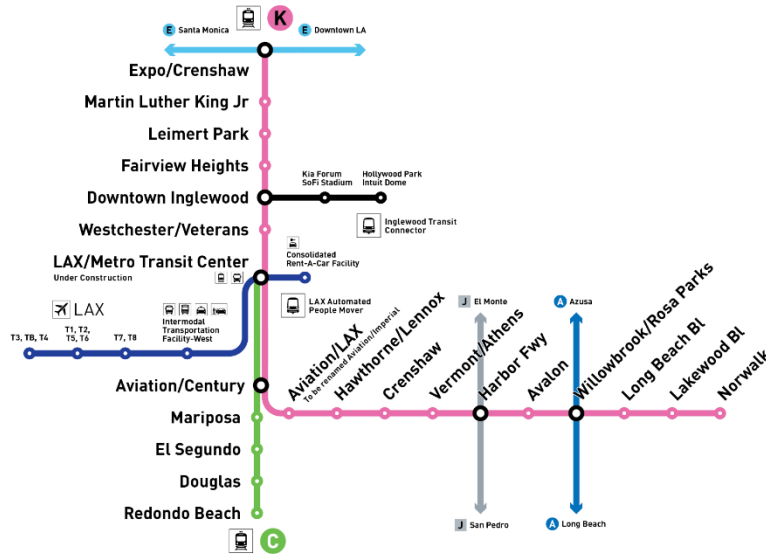
Operations, Safety, and
Customer Experience Committee
June 15, 2023

Background: 2018 Board Motion

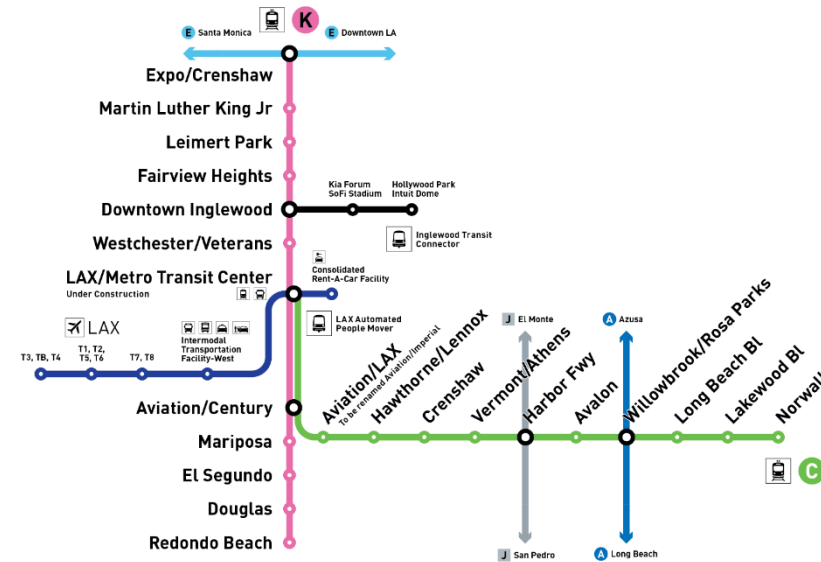
Motion 28.1 from Board Item 2018-0730 in December 2018: that the Board instruct the CEO to:

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1-year pilot plan in anticipation of the opening of the LAX People Train and 96th Street Station, maintaining the existing headways on the Green Line;
- B. report back to the Metro Board one (1) year after the pilot is over to reevaluate the ridership and travel demand; and
- C. as a new policy, bring future substantive changes to rail operating plans to the Metro Board for approval as a matter of course, instead of “receive and file.”

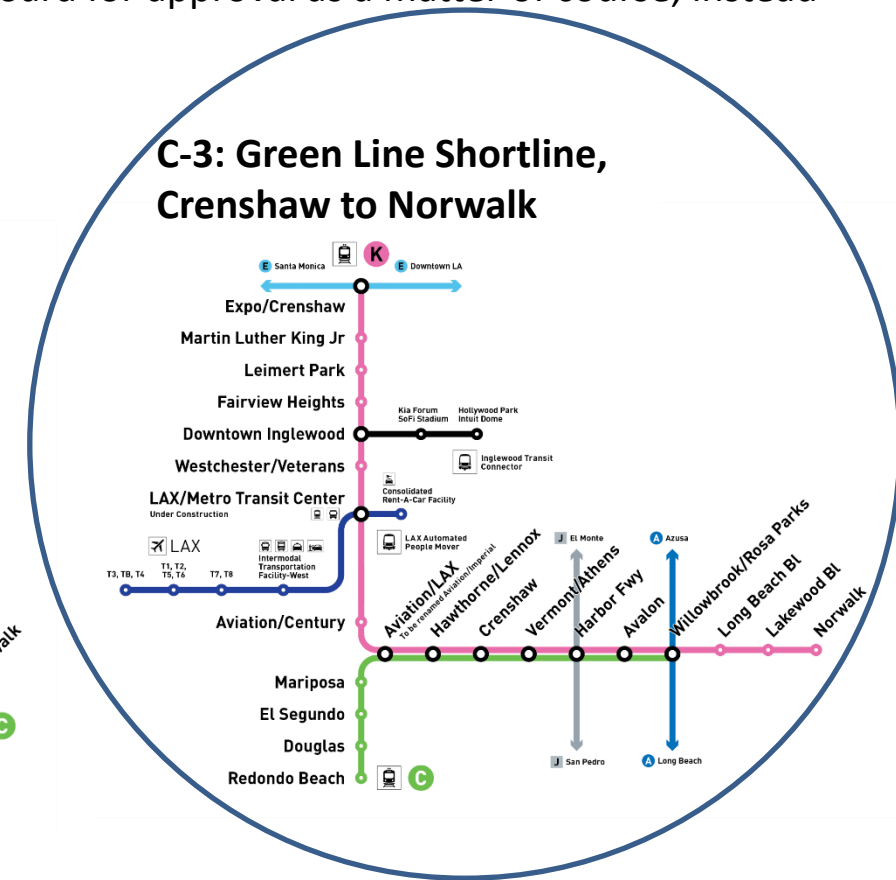
Option C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



C-2: Crenshaw/Redondo Interline, Norwalk Shortline



C-3: Green Line Shortline, Crenshaw to Norwalk



Operating Plan Update – Four Key Factors

Project Sequencing

Not able to conduct a one-year pilot before AMC opens.

Operational Impacts

Challenges of operator hiring. Resources vary by option.

Regional Travel

Patterns differ by area. NextGen and AMC provide key bus connections.

Future Rail Plans

Torrance and Hollywood extensions, creating a network.

April 2022: Board directed staff to conduct community outreach to inform the Board in revisiting the C & K Line Operating Plan.

Outreach Efforts

- Outreach conducted March-May 2023 once new K Line (opened October 2022) was well established.
- Public input collected through:
 - Online survey (in person/signage at C & K Line Stations, on-line at website, pushed through 120K registered TAP card holders, email lists, The Source, Twitter, Facebook. Survey open Feb 28-Apr 30, 2023. Over 5,700 responses.
 - Public/Stakeholder Meetings (March-May): 4 in-person/virtual public meetings, 2 focus groups; presentations at Metro Service Councils, CAC, CLC; Stakeholders (COGs, LAWA, Municipalities).

Survey Results

Preference	Option 1 (Alt C-1)	Option 2 (Alt C-2)	Option 3 (Alt C-3)
Metro Rider (Last 12 months) (5,380)	30.9%	47.3%	21.8%
Non-Rider (379)	31.9%	45.6%	22.4%

Preference	Option 1 (Alt C-1)	Option 2 (Alt C-2)	Option 3 (Alt C-3)	All Options are Okay	Other Option Preferred
Recent C or K Line Rider (2,548)	19.5%	37.3%	15.6%	20.3%	7.3%

Option 2 was most popular option, both among the broader group of those surveyed and those who are C & K Line riders, especially when including those who stated any option met their need.

Survey Results

Ethnicity/ Rider-Non-Rider Option	Latinx/ Hispanic	Black/ African American	White/ Caucasian	Asian American/ Pacific Islander	Native American	Other
Rider	32.7%	11.3%	33.0%	13.7%	0.8%	8.5%
Non-Rider	24.0%	6.1%	43.5%	17.2%	0.0%	9.2%
Option 1 (Alt C-1)	32.6%	31.4%	29.1%	32.7%	30.2%	28.8%
Option 2 (Alt C-2)	41.1%	41.8%	54.4%	46.8%	39.5%	49.4%
Option 3 (Alt C-3)	26.3%	26.8%	16.5%	20.5%	30.2%	21.8%

Annual Household Income Rider/Non-Rider	<\$25,000	\$25,000 to <\$50,000	\$50,000 to under \$100,000	\$100,000 and above
Rider	29.8%	18.2%	21.5%	30.4%
Non-Rider	17.9%	13.5%	24.3%	44.3%
Option 1 (Alt. C-1)	32.1%	31.7%	33.2%	27.6%
Option 2 (Alt. C-2)	42.7%	44.7%	46.8%	56.1%
Option 3 (Alt. C-3)	25.2%	23.6%	20.0%	16.3%

When reviewing the survey results with an equity lens, Option 2 consistently ranked highest among all ethnicities and income brackets.

Survey Results By Service Council Area

All Survey Responses with Zip Code

Region	Gateway Cities		South Bay Cities		Westside Central	
	Count	Percent	Count	Percent	Count	Percent
Option 1	383	38%	240	26%	715	29%
Option 2	319	32%	507	55%	1,253	52%
Option 3	306	30%	175	19%	463	19%
Total	1,008	100%	922	100%	2,431	100%

Responses from C & K Line Riders with Zip Code

Region	Gateway Cities		South Bay Cities		Westside Central	
	Count	Percent	Count	Percent	Count	Percent
Option 1	147	27%	92	17%	195	18%
Option 2	137	26%	235	44%	442	42%
Option 3	111	21%	85	16%	132	12%
Any Option	97	18%	97	18%	216	20%
Prefer Other Option	44	8%	24	5%	78	7%
Total	536	100%	533	100%	1,063	100%

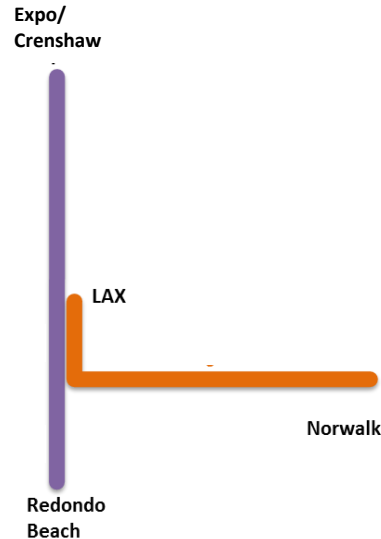
Evaluation of Options

Evaluation Criteria	Option 1 (Alt C-1)	Option 2 (Alt C-2)	Option 3 (Alt C-3)
Simple network	Green	Green	Yellow
All branches have direct access to LAX People Mover/AMC Regional Hub	Green	Green	Red
Matching regional travel patterns	Yellow	Green	Yellow
Minimized extra resources (Required rail cars/Annual operating cost)	46/\$99.5 mil	46/\$102.9 mil	50/\$113.2 mil
Expansion south & north creates simple new north-south line	Yellow	Green	Red

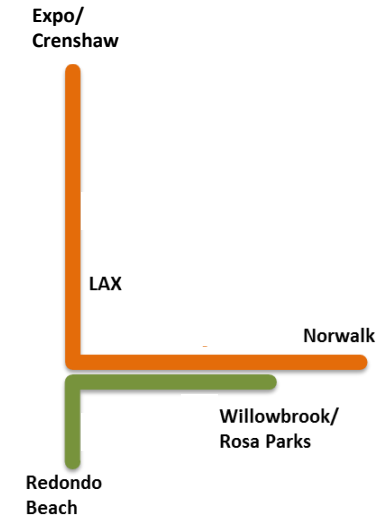
Alt C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



Alt C-2: Crenshaw/Redondo Interline, Norwalk Shortline



Alt C-3: Green Line shortline, Crenshaw to Norwalk



Recommendation

Option 2 (C-2) as shown in diagram is recommended for the following reasons:

- Simple, easy-to-understand network
- Most supported option from community outreach
- Provides direct connection to LAX/Metro Transit Center Regional Hub from all C & K Line stations with key connections there to LAX & regional bus network
- Creates north-south (K) and east-west (C) lines in line with regional travel patterns
- Lower resources (less trains/operators) and operating cost (\$10.3 million less per year vs Option 3)
- North-south corridor consistent with Torrance and Hollywood future extensions; extensions required at four stations for future capacity enhancement
- Can provide quick 3-minute transfers between C & K Lines at LAX/Metro Transit Center

Option 2 (Alternative C-2)

