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Agenda - Final

Thursday, June 23, 2022

10:00 AM

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Board of Directors - Regular Board Meeting

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 33, 34, 38, 39, 40, 41, 42, 43, 44, and 46.

Consent Calendar items are approved by one vote 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 9.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0377](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0378](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

9. **SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT** [2022-0302](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

SOLIS & DUPONT WALKER AMENDMENT TO ATTACHMENT A,

OBJECTIVE 2: Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.

Attachments: [Attachment A -- Metro Objectives for Multimodal Highway Investment](#)
[Attachment B - FY23 Multimodal Highway Budget Summary](#)

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

30. SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE EVALUATION [2022-0319](#)

RECOMMENDATIONS

CONSIDER:

- A. ~~RECEIVING AND FILING the Public Safety Advisory Committee (PSAC) Quarterly Report;~~
- B. ~~RECEIVING AND FILING the PSAC Impact Evaluation Report (Attachment C); and~~
- C. ~~DIRECTING the Chief Executive Officer (CEO) to implement the recommendations outlined in the Evaluation Report with the current PSAC membership terms to expire July 31, 2022, instead of June 30, 2022.~~

BONIN AMENDMENT: Extend current Public Safety Advisory Committee (PSAC) membership term to September 1, 2022 to allow Chief Executive Officer (CEO) to return with more specifics and refinement to the recommendation.

Attachments: [Attachment A - Motion 37](#)
[Attachment B - Motion 37.1](#)
[Attachment C - PSAC Evaluation Report](#)
[Attachment D – March 2, 2022, PSAC Meeting Minutes](#)
[Attachment E – March 16, 2022, PSAC Meeting Minutes](#)
[Attachment F – April 6, 2022, PSAC Meeting Minutes](#)
[Attachment G - April 20, 2022, PSAC Meeting Minutes](#)
[Attachment H - May 4, 2022, PSAC General Committee Minutes](#)
[Attachment I - May 18, 2022 PSAC General Committee Minute](#)
[Attachment J – May 4, 2022 Flexible Dispatch Recs Outcomes Memo Presentation](#)

CONSTRUCTION COMMITTEE RECEIVED AND FILED THE FOLLOWING:

36. SUBJECT: FY23 ANNUAL PROGRAM EVALUATION FOLLOW UP [2022-0361](#)

RECOMMENDATION

RECEIVE AND FILE status report on the FY23 Annual Program Evaluation Follow-Up (Attachment A).

Attachments: [Attachment A - Action Plan](#)

47. SUBJECT: I-710 SOUTH CORRIDOR TASK FORCE [2022-0336](#)

RECOMMENDATIONS

CONSIDER:

- A. RECEIVING AND FILING report on the I-710 South Clean Truck Program (I-710 South Corridor Zero Emission Truck Program) in response to Board Motion 16; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 28 to Contract No. PS4340-1939, I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the close out of the EIR/EIS and the new 710 South Corridor Investment Plan in the not-to-exceed (NTE) amount of \$6,276,216.18, increasing the total contract value from \$58,173,718 to \$64,449,934.18.

Attachments: [Attachment A - Motion by Directors Hahn, Solis, Mitchell and Dutra, May 2022](#)
[Attachment B - 710 Task Force Study Area](#)
[Attachment C - Substitute Motion by Directors Hahn and Dutra, October 2021](#)
[Attachment D - Procurement Summary](#)
[Attachment E - Contract Mod Log](#)
[Attachment F - DEOD Summary](#)

48. SUBJECT: NORMAN Y. MINETA STATION DEDICATION MOTION [2022-0421](#)

RECOMMENDATION

APPROVE Motion by Directors Solis and Garcetti that the Board directs the CEO to:

- A. Prepare a plan dedicating the Little Tokyo/ Arts District Station in honor of the late Secretary Mineta; and
- B. Report back on the above at the Executive Management Committee meeting in September 2022.

**49. SUBJECT: LAND BANK PILOT PARTNERSHIP WITH LOS ANGELES
COUNTY MOTION**

[2022-0422](#)

RECOMMENDATION

APPROVE Motion by Directors Solis, Najarian, Kuehl, and Mitchell directing the Chief Executive Officer to:

- A. Collaborate with the Los Angeles County Chief Executive Office, other County Departments and outside community partners to explore opportunities to partner on the Land Bank Pilot;
- B. Identify specific roles that Metro can take on as part of the Land Bank Pilot and associated duties that align with Metro's role as a transit operator and transportation planner for the region. Metro should consider a scenario in which the County leads property acquisitions where a nexus to Metro exists and Metro takes on holding and developing the properties;
- C. Explore additional ways to partner with the County leveraging the work of Metro's Housing Lab, including participating in the County's Community Land Trust Partnership Pilot Program; and
- D. Report back on all directives above in October 2022.

50. SUBJECT: BOARD OFFICERS

[2022-0380](#)

RECOMMENDATION

ELECTION of Board Officers.

END OF NON-CONSENT

51. SUBJECT: CLOSED SESSION

[2022-0417](#)

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

- 1. Tradon Pham Cube v. LACMTA, Case No. 19STCV44312
- 2. Jasmine Grace v. LACMTA, Case No. 19STCV33495
- 3. Kathleen Marazoni v. LACMTA, Case No. 18STCV01505
- 4. Juan Padilla, et al. v. LACMTA, Case No. 21STCV08331

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)

Significant Exposure to Litigation (Three Cases)

C. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Robert Bonner and Cristian Leiva, or

designees.

Employee Organization: SMART

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2022-0418](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 26, 2022.

Attachments: [MINUTES - May 26, 2022 RBM](#)
[May 2022 Public Comments](#)

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

5. SUBJECT: MEASURE R MULTI-MODAL HIGHWAY SUBREGIONAL PROGRAMS SEMI-ANNUAL UPDATE

[2022-0293](#)

RECOMMENDATION

CONSIDER:

A. APPROVING \$37,227,000 in additional programming within the capacity of the Measure R Multi-Modal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Arroyo Verdugo Operational Improvements
- I-405, I-110, I-105, & SR-91 Improvements (South Bay)
- I-605 Corridor "Hot-Spots" Interchange Improvements in Gateway Cities
- I-710 South Local Streets Early Action projects in Gateway Cities

B. APPROVING deobligation of \$1,850,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the other existing Board approved Measure R projects; and

C. AUTHORIZING the CEO or 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 (3-0):

6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - GATEWAY CITIES SUBREGION

[2022-0339](#)

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING an additional \$21,011,308 within the capacity of Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor "Hot Spot" Interchange Improvements Multi-Modal Program; as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet revised project schedule, and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

Attachments: [Attachment A - I-605 Corridor 'Hot Spot' Interchange Improvement Program](#)

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

- 7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM -
CENTRAL CITY SUBREGION**

[2022-0343](#)

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING of \$18,623,792 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. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M

MSP funding agreements 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 for approved projects.

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

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

- 8. SUBJECT: CHAVEZ/FICKETT L (GOLD) LINE STATION JOINT DEVELOPMENT**

[2022-0256](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Abode Communities to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

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

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

- 10. SUBJECT: AMEND THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY**

[2022-0314](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to amend the Memorandum of Understanding (MOU) dated February 1, 2021, with the San Gabriel Valley Council of Governments (SGVCOG) for the San Gabriel Valley Transit Feasibility Study (Study), authorizing the SGVCOG to proceed with next steps of the study with a not-to-exceed amount of \$1,800,000, bringing the total funding to \$3,300,000.

Attachments: [Attachment A - Letter from SGVCOG Request for Add'l Funding](#)
[Attachment B - Board Motion 2020-0368](#)
[Attachment C - Study Area Map](#)

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

- 11. SUBJECT: TRANSFER OF PROPERTIES TO CITY OF LOS ANGELES
FOR DESTINATION CRENSHAW**

[2022-0388](#)

RECOMMENDATION

CONSIDER:

- A. DECLARING that 3417 W. Slauson Ave, 5759 11th Ave & 3309 W. Slauson Ave (the Properties, as depicted in Attachment A) are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute any necessary documents to transfer the Properties to the City of Los Angeles (City) in support of Destination Crenshaw, with land value waived, contingent on the following:
1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson Park.
 3. Mutual agreement regarding Metro’s obligation to replant trees under Permit No. 313929.

Attachments: [Attachment A - Property Map](#)
[Attachment B - Destination Crenshaw Project Overview Map](#)
[Presentation](#)

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

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

[2022-0225](#)

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 La Puente (Proposition C), Montebello (Proposition A), San Marino (Proposition A), and Rolling Hills (Measure R and Measure M).

Attachments: [Attachment A - Proj. Summ. '22 for Proposed New Capital Reserve Accts](#)

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

14. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM

[2022-0194](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a cost not to exceed \$23 million for the 12-month period effective August 1, 2022, to August 1, 2023.

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

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

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

[2022-0318](#)

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2022-23 Transportation Development Act (TDA) Article 8 funds estimated at \$37,668,206 as follows:

- 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 \$220,402 may be used for street and road projects, or transit projects, as described in Attachment A;
- 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 through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$8,952,102 and \$8,658,196 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to

be met;

- 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 \$12,291,694 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
- 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 \$7,545,812 may be used for street and road purposes and/or transit, 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 - FY23 Proposed Findings and Recommendations](#)

[Attachment B - TDA 8 Apportionments FY22-23 SO](#)

[Attachment C - FY2022-23 TD Article 8 Resolution](#)

[Attachment D - History and Definitions TDA 8](#)

[Attachment E - FY23 TDA Article 8 Public Hearing Process](#)

[Attachment F - Summary of the Comments FY23](#)

[Attachment G - Summary of Recommendations and Actions Taken FY23](#)

[Attachment H - Proposed Recommendation of SSTAC FY23](#)

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

16. SUBJECT: FISCAL YEAR 2022-23 TRANSIT FUND ALLOCATIONS

[2022-0313](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.9 billion in FY 2022-23 (FY23) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$3,323,653 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low

-
- Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$975,482 of Metro's Prop C 40% allocation with Antelope Valley, Santa Clarita, Burbank and Pasadena's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$ 170,195 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY17 Federal Section 5307 and \$199,062 of Metro's TDA Article 4 allocations with Arcadia Transit's share of FY17 Federal Section 5307;
- E. APPROVING Two-year lag funding for \$842,476 to Torrance Transit, Commerce Transit, and Long Beach Transit for the transitioned services from Metro as follows:
1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 102,930 Revenue Miles and corresponding fundings in the amount of \$184,608;
 2. The transfer of a portion of Metro Line 130 to Torrance Transit consisting of 231,006 Revenue Miles and corresponding funding in the amount of \$414,163;
 3. The transfer of the eastern segment of Metro line 130 to Long Beach Transit consisting of 135,893 Revenue Miles and corresponding funding in the amount of \$243,705;
- F. APPROVING base funding increase from \$6.0 million to \$7.4 million in FY23 for Tier 2 Operators to accommodate local fund exchanges of American Recovery Plan Act (ARPA) Funding as approved by the LACMTA Board of Directors;
- G. APPROVING the execution of \$9.2 million local fund exchanges as appropriate to implement the Board approved ARPA allocations;
- H. 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;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;

- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- 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 B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY23 Transit Fund Allocations](#)
[Attachment B - TDA and STA Resolution](#)
[Attachment C - FY22 Federal Final Actual Transit Fund Allocations](#)
[Attachment D - Summary of Significant Info, Methodologies and Assumptions](#)

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

17. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2023 [2022-0341](#)
BUDGET

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:

1. Local funds for operating and capital expenses in the amount of \$153,651,022;
 2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

Attachments: [Attachment A - FY23 Access Services ADA Program Presentation](#)

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

18. SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM BUDGET

[2022-0255](#)

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 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
 - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
 - FY 2018-19 extended from June 30, 2023 to June 30, 2025 - \$1,651,187
 - 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
 - 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
 - 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
 - MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;
- C. APPROVING the FY23 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

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

Attachments: [Attachment A - Metrolink FY 2022-23 Budget Transmittal](#)

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

- 19. SUBJECT: NETWORK VIDEO RECORDER KITS**

[2022-0253](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA85485000 to Peacock Systems, the lowest responsive and responsible bidder for Network Video Recorder Kits. The contract includes a one-year base amount of \$2,162,471 inclusive of sales tax, and a one-year option in the amount of \$2,229,880, inclusive of sales tax, for a total contract amount of \$4,392,351, subject to resolution of protest(s), if any.

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

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

- 20. SUBJECT: REFURBISHMENT OF SEAT INSERTS WITH VINYL MATERIAL**

[2022-0264](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed unit rate Contract No. RR82767000 to Molina Manufacturing, the lowest responsive and responsible bidder, to refurbish vinyl seat inserts. The Contract is for a one-year base amount in the amount of \$1,785,652, inclusive of sales tax, and a one-year option in the amount of \$1,587,413, inclusive of sales tax, for a total contract amount of \$3,373,065, 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 (5-0):

- 21. SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR LACMTA HRV OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM** [2022-0266](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 14 to Contract No. OP30433488 with LTK Engineering Services for Technical and Program Management support services for LACMTA A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) to extend the Period of Performance through March 5, 2025 and increase the Not-to-Exceed Total Contract Price by \$3,126,944, from \$5,488,530 to \$8,615,474.

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

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

- 22. SUBJECT: POWER SWEEPING SERVICES** [2022-0282](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 11 to Contract No. OP962800003367 with Nationwide Environmental Services, a Division of Joe's Sweeping Services, Inc., to provide power sweeping services for Metro's facilities in the amount of \$995,000, increasing the contract authority from \$5,846,346 to \$6,841,346 and extending the period of performance from September 1, 2022, through March 31, 2023.

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

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

- 23. SUBJECT: A650 HEAVY RAIL VEHICLE FLEET FRICTION BRAKE OVERHAUL** [2022-0303](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to Contract No. MA6274900, Indefinite Delivery/Indefinite Quantity (IDIQ) contract

with Wabtec Passenger Transit (Wabtec) for A650 Heavy Rail Fleet Friction Brake Overhaul to extend the Period of Performance through June 30, 2024, and increase the Not-to-Exceed Total Contract Price by \$531,631.00 from \$3,727,827.00 to \$4,259,458.00.

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

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

24. SUBJECT: CONVENIENCE COPYING SERVICES [2022-0306](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS3825500 with Xerox Corporation to continue to provide the lease and maintenance of multi-function convenience copiers at various Metro locations, increasing the total not-to-exceed contract value by \$454,045 from \$4,132,773 to \$4,586,818, and extend the period of performance from September 1, 2022, through February 28, 2023.

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

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

25. SUBJECT: METRO EXPRESSLANES CALIFORNIA HIGHWAY PATROL (CHP) ENFORCEMENT AGREEMENT [2022-0179](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a three (3) year funding agreement with the California Highway Patrol (CHP) to provide enforcement services on the I-10 and I-110 ExpressLanes from July 1, 2022 to June 30, 2025 in the not-to-exceed amount of \$12,376,790.

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

26. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS [2022-0196](#)

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 - Nominees Listing of Qualifications](#)
 [Attachment B - Nomination Letters](#)

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

33. SUBJECT: CRENSHAW/LAX CLOSE-OUT PROJECT [2022-0337](#)

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget by \$17,000,000 for the Crenshaw/LAX Close-Out Project (CP 869512) from \$30,000,000 to \$47,000,000.

Attachments: [Attachment A - Funding Expenditure Plan 17M](#)
 [Attachment B - Projected Breakdown of Cost Allocation](#)
 [Attachment C - Closeout Project Scope of Work](#)
 [Attachment D - Measure R and M Unified Cost Management Policy Analysis Presentation](#)

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

34. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT [2022-0296](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in total authorized funding for Contract No. AE47810E0128 with SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the amount of \$28,850,000 increasing the total contract authorized funding from a not-to-exceed amount of \$66,432,000 to a not-to-exceed amount of \$95,282,000 through Fiscal Year 2024; and

- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Proposed Task Order Work](#)
 [Attachment C - DEOD Summary](#)

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

38. SUBJECT: MYSTERY RIDER PROGRAM (ADA/LEP) [2022-0304](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm-fixed unit rate Contract No. PS43587000 with Mobility Advancement Group to provide mystery rider observations for an amount not-to-exceed \$835,992 for the three-year base term, \$306,984 for the first option year, and \$322,332 for the second option year, for a total not-to-exceed amount of \$1,465,308, effective August 1, 2022, subject to resolution of protest(s), if any.

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

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

39. SUBJECT: METRO TRANSIT AMBASSADOR PILOT PROGRAM SERVICES [2022-0399](#)

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and award firm fixed unit rate contracts to Strive Well-Being Inc. (Contract No. PS88001001) and RMI International Inc. (Contract No. PS88001000) to provide a pilot Transit Ambassador Services Program, subject to the resolution of protest(s) if any. Strive Well-Being's contract not to exceed amount is \$15,878,421 for the three-year base pilot and \$11,879,023 for the additional two, one-year options, for a total not to exceed amount of \$27,757,444. RMI International's contract not to exceed amount is \$55,400,768 for the three-year base pilot and \$39,690,212 for the additional two, one-year options, for a total not to exceed amount of \$95,090,980. The combined total not to exceed amount for both firms over the five-year pilot is \$122,848,424; and

- B. DELEGATING authority to the Chief Executive Officer to execute any future Memoranda of Understanding (MOUs) with Los Angeles County departments and/or City of Los Angeles partners for supplementary ambassador program services to enhance the Ambassador Program during the pilot period, in an amount not-to-exceed \$20,000,000, inclusive of administrative fees and other pilot initiatives, in support of the annual investments identified for Transit Ambassador Program Services in Board Motion 26.2.

- Attachments:** [Attachment A - Metro Board Motion 26.2 \(March 2021\)](#)
[Attachment B - Metro Board Motion 25.1 \(November 2021\)](#)
[Attachment C - PSAC Transit Ambassadors Final Recs \(Dec 2021\)](#)
[Attachment D - Procurement Summary](#)
[Attachment E- DEOD Summary](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 40. SUBJECT: EXPANDING METRO'S EAT SHOP PLAY PROGRAM TO [2022-0279](#)**
SUPPORT ECONOMIC RECOVERY AND RESTORE
RIDERSHIP

RECOMMENDATION

APPROVE five pilot transit corridors to expand Metro's Eat Shop Play (ESP) Program and launch the first pilot program in the East Los Angeles Area in response to Motion 40, ESP Expansion.

- Attachments:** [Attachment A - Eat Shop Play Board Motion](#)
[Attachment B - Eat Shop Play Expansion Areas](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 41. SUBJECT: EXTEND SALE OF PROMOTIONAL HALF-PRICE PASSES [2022-0351](#)**
AND UPDATE ON FARE CAPPING TIMELINE

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through December 2022 as a continuation of Motion 36: Emergency Relief; and
- B. RECEIVING AND FILING this report on the timeline and plan for Metro fare capping.

- Attachments:** [Attachment A - Motion 36](#)
[Attachment B - Fare Capping Status Update](#)
[Attachment C - Fare Capping & Fare Change Timeline](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 42. SUBJECT: METRO STREET SAFETY, DATA SHARING AND COLLABORATION POLICY** [2022-0340](#)

RECOMMENDATION

ADOPT Metro Street Safety, Data Sharing and Collaboration Policy (Attachment A).

- Attachments:** [Attachment A - Metro Street Safety, Data Sharing & Collab. Policy & Action Plan](#)
[Attachment B - Motion 2020-0928 Metro Street Safety Policy](#)
[Attachment C - Appendix 1 Summary of Actions](#)
[Attachment D - Appendix 2 Data Trends and Existing Conditions](#)
[Attachment E - Appendix 3 Summary of Community & Partner Agency Engagen](#)
[Attachment F - Appendix 4 Complete Streets Discussion Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 43. SUBJECT: REVIEW AND ADOPT A RAIL STATION NAME FOR AIRPORT METRO CONNECTOR/96TH ST AVIATION STATION** [2022-0398](#)

RECOMMENDATION

ADOPT an Official and Operational name for the Airport Metro Connector/96th St Aviation Station:

<u>Official Station Name</u>	<u>Operational Station Name</u>
LAX/Metro Transit Center	LAX/Metro Transit Center

- Attachments:** [Attachment A - Metro Naming Policy](#)
[Attachment B - AMC Station Naming Research Results - Revised](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 44. SUBJECT: ELECTRIC VEHICLE PARKING STRATEGIC PLAN** [2022-0002](#)

RECOMMENDATION

ADOPT the Electric Vehicle Parking Strategic Plan (EVPSP) (Attachment A).

- Attachments:** [Attachment A - LA Metro '23-28 Electric Vehicle Parking Strat. Plan Presentation](#)

-
46. **SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING**

[2022-0379](#)

RECOMMENDATION

CONSIDER making the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and
- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0376](#)

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 #: 2022-0302, **File Type:** Policy

Agenda Number: 9.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: METRO OBJECTIVES FOR MULTIMODAL HIGHWAY INVESTMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed Metro Objectives for Multimodal Highway Investment (Attachment A); and
- B. RECEIVING AND FILING the report back on FY23 Budgeted Multimodal Highway Investments.

SOLIS & DUPONT WALKER AMENDMENT TO ATTACHMENT A, OBJECTIVE 2: Recognizing LA County’s history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities with minimal or no displacement during the implementation of highway improvements.

ISSUE

LA County’s position as the nation’s most populous county, the home of the Western Hemisphere’s most vital seaport complex, and the steward of the world’s 18th largest economy poses significant transportation demands, policy challenges, and unequal impacts for a region comprising a socioeconomically and racially diverse array of 88 cities and over 130 unincorporated communities.

Our region’s ability to thrive, grow together, and develop a more inclusive, equitable, sustainable, and vibrant economy depends upon its ability to plan for, invest in, and implement a well-functioning, multimodal and multipurpose transportation system that moves people and goods seamlessly and sustainably throughout the region and provides access to opportunity for every resident. At the heart of this shared use, complex, and oversubscribed transportation system is the expansive highway system that serves local communities, regional mobility, and the national economy by linking residents to opportunities, commuters to jobs, patients to healthcare, students to education, customers to businesses, goods to markets and families to one other. Metro is leading the region in

discussing and understanding how to invest in the LA County highway system within this multimodal framework in such a way as to support shared economic, sustainability, and equity goals.

A set of proposed objectives - goals that support the broader vision of mobility, sustainability, equity, economic vitality, and quality of life - are needed to provide a clear view on how Metro can engage our partners to develop a modernized and more comprehensive approach to investing in our important highway system as part of this larger vision. Upon adoption of these objectives, Metro will work with its regional, state, and local partners to develop strategies to advance them.

As part of the FY23 Budget proposal, Director Bonin requested a report back on the planned expenditures for Highway Investment. This report provides the response and demonstrates how it aligns with the proposed objectives for multimodal highway investment.

BACKGROUND

As the regional transportation authority for Los Angeles County, Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. The public also entrusts Metro to implement recent voter-approved measures (R in 2008 and M in 2016) which call for leveraging investment into a multimodal transportation vision for the county developed in partnership with regional stakeholders.

Both Measure R and Measure M include a significant subfund category for highway-related projects (20% and 17%, respectively) intended to provide local funding toward the implementation of major highway projects and subregional programs, as determined by input received from local jurisdictions and subregional Councils of Government, to improve regional mobility, economic competitiveness, air quality, and the movement of people and goods throughout LA County.

To inform and accomplish this mission, Metro leads with equity, defining it as follows:

Equity is both an outcome and a process to address disparities, to ensure fair and just access to opportunities, including jobs, housing, education, mobility options, and healthier communities.

The experience in implementing highway capacity and improvement projects varies from subregion to subregion based on community impacts, characteristics of the project, and priorities established by local jurisdictions. For example, the San Gabriel Valley and the North County subregions have supported major highway expansion projects designed to improve safety and traffic flow at key chokepoints on the freeway system, at the State Route 57/60 Confluence and the steep Calgrove grade on Interstate 5 (I-5) North, respectively. These improvements, which collectively have received \$563.9 million in discretionary grant awards from state and federal partners, seek to improve safety and capacity on those freeway facilities in confined areas with minimal displacement impacts and few residential neighborhoods directly adjacent to each project site.

In contrast, other subregions like the Gateway Cities feature communities that have long suffered impacts on health, air quality, mobility, and quality of life as a result of being directly adjacent to existing freight-focused freeway facilities such as the I-710 South, where widening the freeway would

cause displacement and bring more trucks—mostly diesel-powered—near low-income households and communities of color impacted over generations by highway investment decisions mired in a legacy of inequitable policies. The Board’s suspension of the I-710 South environmental process in May 2021, followed by its adoption of a No Build alternative last month for that project in place of the previously approved Locally Preferred Alternative 5C, demonstrates that different circumstances yield very different outcomes.

In addition, over the past couple of years, the Board has passed motions to expand the eligibility of highway investments to include complete streets.

Consequently, Metro needs to determine a set of objectives that will create a more holistic, multimodal, and equitable process that will result in a better approach to moving people and goods, a resilient multimodal transportation system and more equitable outcomes for communities in need of greater investment, improved access to opportunities, better mobility options, improved health and a more vibrant quality of life.

This focus on articulating a new set of objectives for multimodal highway investment comes at a critical time when our state and federal partners are redefining how they will invest in highway projects to leverage local funds. Over the past few years, Governor Newsom’s administration has sought to link transportation funding decisions to improving equity and reducing greenhouse gas emissions. The State has also amended the environmental review process (CEQA) through SB 743 so that development projects including roads and highways will be required to mitigate Vehicle Miles Traveled (VMTs).

Similarly, the federal government has identified through its funding programs the inclusion of these same goals, notably through the United States Department of Transportation’s (USDOT) reconfiguration of programs like the Better Utilizing Investments to Leverage Development (BUILD) into Rebuilding American Infrastructure with Sustainability and Equity (RAISE) to include a greater focus on this more comprehensive approach to delivering transportation investments to uplift equity-challenged communities. New programs like the National Electric Vehicle Infrastructure (NEVI) and the Carbon Reduction Program specifically fund infrastructure that helps reduce carbon dioxide emissions from on-road highway sources. USDOT’s focus on racial equity under Secretary Buttigieg also manifested itself in the 2021 decision to halt construction of the I-45 widening project in Houston due to possible civil rights violations caused by the impacts on predominantly minority and low-income communities adjacent to and subject to displacement by the project (<https://www.politico.com/news/2021/04/01/dot-texas-highway-equity-478864>).

Equitable processes help lead to equitable outcomes. For Metro to lead with equity and drive investment into its many disadvantaged communities impacted by freeway facilities, the agency must not only align with these developments at the state and federal levels but also articulate a vision on how Metro can create a better multimodal transportation system for all of LA County by strategically investing in its highway system in a more community-focused manner to reduce disparities and not generate greater burdens and inequities. To achieve this the CEO recently realigned Metro’s highway programs into the new Multimodal Integrated Planning Unit of Countywide Planning & Development to address the need to have a comprehensive multimodal planning approach and to strengthen our relationships with local communities and key institutional stakeholders. This re-

alignment also ensures Metro can deliver current and future Measure R and M highway investments in a manner that is consistent with current State and Federal policies, as well as Metro's own sustainability goals. Under the Multimodal Integrated Planning Unit, highway investments will be evaluated and scoped using the objectives outlined in this report, in collaboration with our agency and regional partners, and through a meaningful public engagement process.

DISCUSSION

Metro's strategy for investing in the LA County highway system must be updated to align the agency with state and federal policies and funding opportunities while simultaneously supporting community improvement and equitable advancement for local residents, especially those most impacted by past, current and future use of our region's many highway facilities. Staff proposes the Multimodal Highway Investment Objectives found in Attachment A for Board consideration.

FY23 Budget Multimodal Highway Investments

The application of the proposed objectives in Attachment A is well-illustrated by the FY23 budget for multimodal highway investments, which emphasizes a shift towards integration of multimodal elements in projects while addressing subregional priorities and prior funding commitments. The budget proposal includes \$634 million for our highway program - about seven percent of the overall budget. A summary of the FY23 Multimodal Highway Budget is included in Attachment B. Some highlights of the adopted budget are provided below.

Projects that are currently in construction or nearing construction completion (prior commitments) account for 33% of the FY23 Multimodal Highway Budget. All the freeway/highway projects in the FY23 budget, including those in construction, are either targeting notorious safety hotspots and traffic chokepoints, complete streets, or adding HOV and/or ExpressLanes. Several of these projects-for example, the SR-57/60 Confluence improvements in the San Gabriel Valley and the I-5 North HOV and Truck Lanes in the North County-have received strong community and subregional support, do not have right-of-way incursions into residential communities, address serious accident and traffic congestion locations caused by truck/vehicle conflicts, and have received competitive discretionary grant commitments (\$563.9 million) from state and federal partners that heavily leverage Measure M funding.

Metro has shifted the focus of the highway program toward projects that can be used by buses, carpoolers, bicycles and pedestrians, or projects that help older and existing roads work better. For Metro-led operational highway improvements, project-specific Vehicle Miles Travel (VMT) and Green House Gas (GHG) assessments have been completed as part of the environmental review and approval processes. A summary of available VMT/GHG information for Highway Programs is provided as part of the FY23 Multimodal Highway Budget summary in Attachment B.

Complete street improvements on roads near freeways are part of most highway projects, and help make streets more hospitable, safer, and more attractive to pedestrians and cyclists. Furthermore, the Board-approved update to the Highway Subregional Fund Eligibility Guidelines has resulted in more locally-led Complete Streets projects being funded this fiscal year. The Highway Program budget includes \$225 million in local street projects in cities across LA County, which include

pedestrian and bike improvements. Metro staff is responsible for the Complete Streets program and will continue to work with local jurisdictions to ensure adoption of local complete streets policies consistent with Metro's program and the Complete Streets Act of 2008. As of today, 62 of the 89 jurisdictions in LA County are compliant with Metro Complete Streets Policy 6.2.

The Highway Program budget also supports the development of new bus lanes to speed up our bus system and make buses more reliable and less prone to getting stuck in traffic (\$11.1 million in FY23).

Finally, the FY23 Multimodal Highway Budget also includes \$20 million in funding for soundwall construction, as part of the countywide soundwall program, which helps reduce noise in impacted, oftentimes disadvantaged communities across LA County.

DETERMINATION OF SAFETY IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment will support the development of a safer and more community-focused multimodal transportation system that will seek to reduce impacts experienced by commuters and residents from impacted communities adjacent to the LA County highway system.

FINANCIAL IMPACT

Adoption of Metro's proposed Objectives for Multimodal Highway Investment would have a positive financial impact to the agency, providing greater competitiveness for state and federal discretionary grant opportunities by aligning Metro with new state and federal highway policies and objectives.

Impact to Budget

No impact to Metro's budget is anticipated as a result of Board adoption of this item.

EQUITY PLATFORM

The proposed Metro Objectives for Multimodal Highway Investment seek to incorporate several considerations and principles of equity in how Metro plans, invests in and implements highway projects in LA County.

Central to these objectives is the inclusion of communities that have been and are most likely to be impacted in the development of highway-related projects and investment strategies through more robust and early public engagement processes that seeks to incorporate their voices into planning.

Additionally, the proposed objectives also provide a new focus on the outcomes of highway investment strategies by seeking to reduce disparities first and maximize benefits based on needs, rather than mitigating harms after a general strategy is determined. By prioritizing the quality of life of local communities-including low-income and communities of color-Metro can transform how it invests in highways into a more holistic, multimodal, community-centered approach to moving people and goods through and near highway facilities in LA County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed Metro Objectives for Multimodal Highway Investment provide a more comprehensive and multimodal approach to improving the regional highway system in support of Metro’s overall investment strategy in a multimodal, equitable and sustainable transportation system that improves local communities while also improving the flow of people and goods throughout the region. By bringing community values and benefits into the policymaking on highway investment, Metro seeks to **“enhance communities and lives through mobility and access to opportunity” (#3).**

How Metro invests in the LA County highway system will lead to better choices in providing **“high-quality mobility options that enable people to spend less time traveling” (#1)** by creating transit and active transportation modes of travel for residents in and traveling through local communities. By doing so, especially through investment in managed lanes that allows transit usage, Metro endeavors to **“deliver outstanding trip experiences for all users of the transportation system” (#2).**

This vision for the LA County highway system requires collaboration with federal and state partners, Caltrans District 7, regional stakeholders and local communities in concert to develop a better LA County system of transportation, thus affirming the Strategic Plan goal to **“transform LA County through regional collaboration and national leadership” (#4).**

ALTERNATIVES CONSIDERED

The Board could choose not to adopt the proposed Metro Objectives for Multimodal Highway Investment. Doing so could prevent Metro from aligning how it develops investment strategies for highway corridors in LA County with state and federal policies and local community engagement.

NEXT STEPS

Staff will work with subregional Councils of Governments to identify ways to implement these objectives in a manner consistent with those subregions’ communities and needs.

Staff will continue development of Metro’s VMT Mitigation Program with local and State entities to evaluate the VMT impacts on Metro’s highway improvement projects and establish a VMT mitigation program that meets the needs of projects on the State highway system.

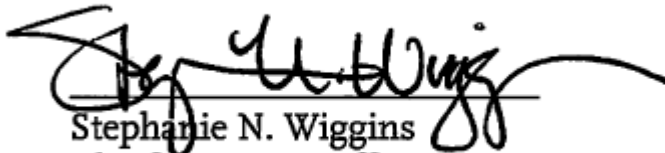
ATTACHMENT

Attachment A - Metro Objectives for Multimodal Highway Investment
Attachment B - FY23 Multimodal Highway Budget Summary

Prepared by: Michael Cano, Executive Officer (interim), Countywide Planning & Development,
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Metro Objectives for Multimodal Highway Investment

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resiliency for affected local communities and the region.
2. Recognizing LA County's history of inequitable highway investment policies and construction, work with local communities to reduce disparities caused by the existing highway system and develop holistic, positive approaches to maintain and improve the integrity and quality of life of those communities during the implementation of highway improvements.
3. Ensure that local and regional investment in LA County's highway system—particularly the implementation of Measures R and M priorities—is considered within the context of a countywide multimodal, integrated planning vision that reflects a holistic approach to meeting the needs of local communities, reducing disparities, creating a safer and well-maintained transportation system, and fostering greater regional mobility and access to opportunity.
4. Develop early, constructive, and meaningful public engagement processes and planning tools with subregional partners that foster engagement with a wide range of stakeholders, specifically people most directly impacted, with the goal of informing the planning, development, and implementation of subregional corridor investment strategies in LA County's highway system aligning with local and subregional needs and priorities.
5. Partner with Caltrans and regional stakeholders to create an LA County multimodal highway strategic plan that is developed through a collaborative planning approach to improve the overall regional mobility of people and goods throughout the county, safely and equitably, while taking action to reduce the negative environmental and climate impacts of car and truck travel.
6. Support the optimization of existing highway facilities by using technology and innovation that maximizes the throughput and travel time of people and goods, while supporting sustainable, resilient, and healthy outcomes, including reducing air pollutants and greenhouse gas emissions generated from the use of the facilities.

FY23 Multimodal Highway Budget Summary

ATTACHMENT B

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
LOCAL SUBREGIONS (STREET IMPROVEMENTS, ON-OFF RAMP IMPROVEMENTS, SIGNAL SYNC, ETC.), SAFETY/OPERATIONAL IMPROVEMENTS, AND SAFETY/GRADE SEPARATIONS									
Highway Efficiency Program (Las Virgenes/Malibu) ¹	\$1,000.0	-	\$1,000.0	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$133,000.0	\$10,720.9	\$122,279.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Efficiency Program (North County) ¹	\$1,000.0	-	\$1,000.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on highway enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$128,870.0	\$0.0	\$128,870.0	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Arroyo Verdugo Subregion ¹	\$8,239.0	-	\$8,239.0	Coordinated operational improvements will improve traffic flow and mobility, and enhance pedestrian safety and quality of life.	\$170,000.0	\$50,251.8	\$119,748.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Highway Operational Improvements in Las Virgenes/Malibu Subregion ¹	\$6,741.0	\$43.1	\$6,784.1	Intersection improvements, ramp/bridge/freeway/local interchange improvements, park-and-ride lot construction, bike lanes, as well as other operational improvements that would benefit the subregion.	\$175,000.0	\$130,419.2	\$44,580.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate (I)-405, I-110, I-105, and State Route (SR)-91 Ramp and Interchange Improvements (South Bay) ¹	\$16,430.0	\$120.0	\$16,550.0	Auxiliary lanes, on and off ramp improvements/construction, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways. All projects will either be a freeway improvement project or an arterial improvement with a direct relationship to the specific freeway where an improvement would likely benefit both the freeway and the arterial.	\$384,519.0	\$110,857.3	\$273,661.7	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
I-405 FROM I-105 TO ARTESIA ¹		\$7,132.3	\$7,132.3	Auxiliary lanes from I-105 to Artesia Boulevard which will improve the current operational/weaving deficiencies and improve mobility and safety on north & southbound I-405 within the project limits.	\$141,534.4	\$3,594.9	\$137,939.5	+1% VMT (433,628,446 annual VMT with Project vs 429,016,400 annual VMT without Project) & +2% GHG with Project vs No Project in year 2045 (99,279.83 CO2 tons per year with project vs 97,429.15 CO2 tons per year No Project). -34% GHG emissions in year 2045 vs Existing (99,279.83 CO2 tons per year With Project vs 147,678.87 CO2 tons per year Existing).	Constrained within the existing highway right of way/avoiding local impacts. Focused on alleviating insufficient vehicular storage at mainline exits and weaving from automobiles entering and exiting the roadway.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

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<i>I-405 FROM I-110/WILMINGTON</i> ¹		\$3,332.1	\$3,332.1	Project will improve freeway operations and safety along both directions of I-405 through construction of auxiliary lanes between on- and off-ramps to improve merging and diverging vehicle movements.	\$123,337.1	\$972.4	\$122,364.7	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-105 INTEGRATED CORRIDOR MANAGEMENT</i> ¹	-	\$2,300.0	\$2,300.0	The I-105 Integrated Corridor Management (ICM) Project is along I-105 between Sepulveda Boulevard and I-110, approximately seven miles in length. The project will develop an ICM system that integrates all systems from nine (9) different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$20,000.0	\$577.2	\$19,422.8	No change with Project (transportation management system).	Not applicable (transportation system management).
<i>I-405 - 182ND/CRENSHAW IMPROVEMENTS - Construction</i> ²	\$16,000.0		\$16,000.0	This project proposes to make improvements at the I-405/Crenshaw Boulevard/182nd Street Interchange. New northbound and southbound on-ramps will be constructed on Crenshaw Boulevard and operations will be improved on the I-405 mainline and surrounding arterials. This project will improve current deficiencies and support the mobility needs of interstate commerce as well as the needs of local residents and businesses.	\$98,400.0	\$20,705.3	\$77,694.7	+4% VMT & GHG with Project vs No Project in year 2040 (111.260 CO2 tons per day with project vs 107.024 CO2 tons per day No Project). -20% GHG emissions in year 2040 vs Existing (111.260 CO2 tons per day with Project vs 138.495 CO2 tons per day Existing).	LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks at on-and-off ramps at Crenshaw Boulevard and 182nd Street in the City of Torrance.
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities) ¹	\$16,250.0	\$4,433.9	\$20,683.9	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$396,605.1	\$46,463.9	\$350,141.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-605 CIP (I-605 / I-5 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The project includes improvements I-605 from Rosecrans Ave to Slauson Ave and along I-5 from Florence Ave to Paramount Blvd. The proposed freeway mainline will accommodate a variety of configurations, which may include High-Occupancy Vehicle (HOV) lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned.	\$36,675.5	\$34,019.5	\$2,656.0	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.
<i>I-605 CIP (I-605/SR-60 INTERCHANGE IMPROVEMENTS)</i> ¹		\$1,139.9	\$1,139.9	The proposed freeway improvements will accommodate a variety of configurations, which may include the addition of HOV lanes, implementation and/or addition of ExpressLanes, or a combination of the aforementioned. A direct connector is also being evaluated at the I-605/I-10 Interchange.	\$45,144.5	\$40,336.7	\$4,807.8	TBD: Impacts will be quantified in upcoming Environmental Document.	TBD: All modes under consideration at this time.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

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Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
WB SR91 IMP ALONDRA-SHOEMAKER ²		\$5,320.2	\$5,320.2	I-605/SR-91 interchange at Alondra Boulevard Improvements include auxiliary lanes, one mixed flow lane, and the associated ramp realignments. The proposed enhancements in this project will improve operation and safety along the SR-91 corridor.	\$156,006.0	\$19,333.8	\$136,672.2	+5% VMT (114,828,749 annual VMT with Project vs 109,391,887 annual VMT without Project) & +3% GHG with Project vs No Project in year 2044 (30,380 CO2 tons per year with Project vs 29,449 CO2 tons per year No Project). -39% GHG emissions in year 2044 vs Existing (30,380 CO2 tons per year With Project vs 49,810 CO2 tons per year Existing).	Class II bicycle lanes on Pioneer Blvd in City of Artesia. Bicycle and pedestrian signage, LED lighting, and ADA compliant curb ramps and high-visibility crosswalks on local roads. Striped shoulders and sidewalks on Gridley & Bloomfield bridges in the Cities of Artesia and Cerritos.
EB SR91 ATLANTIC/CHERRY AUX ²		\$136.2	\$136.2	The Project consists of adding one auxiliary lane in the eastbound direction and extending the outside lane near the Cherry Ave undercrossing for a total project length of approximately 1.5 miles. Improvements will address significant congestion and operational deficiencies, which are forecasted to increase in the future absent any physical and operational improvements. The project includes accommodation of deeper freeway retaining walls that will provide additional usable space to assist the City of Long Beach in building the Hamilton Loop Community Park, partly within the project limits to benefit the North Long Beach community.	\$95,190.0	\$7,263.1	\$87,926.9	+3% VMT (65,274,642 annual VMT with Project vs 63,634,314 annual VMT without Project) & GHG with Project vs No Project in year 2045 (20,008 CO2 tons per year with Project vs 19,502 CO2 tons per year No Project). -18% GHG emissions in year 2045 vs Existing (20,008 CO2 tons per year With Project vs 24,266 CO2 tons per year Existing).	New retaining walls to facilitate implementation of Hamilton Loop Park Project in City of Long Beach. Provision of upgraded landscaping (including 2:1 tree replacement ratio) and lighting within park areas.
SR-91 ACACIA CT/CENTRAL AVE IMPROVEMENTS ¹		\$8,377.1	\$8,377.1	The proposed project will improve congestion between Central Avenue and Acacia Court and at the local interchanges of Central Avenue, Wilmington Avenue, and Acacia Court. The project aims to improve mobility and safety of the SR-91 freeway (both mainline and ramps) and local roadway operations. The C-D Road Alternative implements a concrete barrier and/or retaining wall separated system that would run parallel to the SR-91 mainline, connecting Central Avenue, Wilmington Avenue, and Acacia Court on- and off-ramps.	\$175,203.3	\$5,865.9	\$169,337.4	+1% VMT (1,015,887 annual VMT with Project vs 1,013,003 annual VMT without Project) & GHG with Project vs No Project in year 2040 (98,303 CO2 tons per year with Project vs 97,400 CO2 tons per year No Project). -17% GHG emissions in year 2040 vs Existing (98,303 CO2 tons per year With Project vs 118,484 CO2 tons per year Existing).	Class II buffered bicycle lanes, high visibility crosswalks, ADA compliant curb ramps, concrete bus pads, transit shelters, & pedestrian scale lighting on Artesia Blvd and Albertoni St within the Cities of Compton and Carson.

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Costs in 1000's

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<i>I-605 BEVERLY INTERCHANGE IMPROVEMENTS</i> ¹		\$13,195.5	\$13,195.5	The Southbound I-605 Beverly project includes improvements to on/off ramps and is intended to improve operations of this interchange, enhancing regional traffic flow, improve travel time and public safety. The project includes a modified diamond configuration (includes southbound loop on-ramp), which will include a retaining wall adjacent to the western right of way line next to Union Pacific Rail Road (UPRR) and a privately-owned parcel. Other features include the removal of the southbound I-605 collector-distributor road from the mainline; the new ramps will instead merge/diverge directly from the mainline; a new intersection will be created on Beverly Boulevard at the southbound ramps providing access to all directions.	\$27,136.5	\$3,577.4	\$23,559.1	No change with Project (interchange reconfiguration).	Provision of controlled access (signalized intersection) to/from Beverly Blvd vs uncontrolled cloverleaf & slip ramp. Provision of high visibility crosswalk, ADA compliant curb ramps, and accommodation for future Class II bicycle lane on overcrossing. Within the City of Pico Rivera.
<i>I-605 SOUTH ST INTERCHANGE IMPROVEMENTS</i> ²		\$6,824.0	\$6,824.0	The I-605 South Street improvement project will add a right turn lane, and provide a standard deceleration distance from the off ramp at the intersection. Currently both lanes exiting the SB I-605 line up with left turn lanes at the intersection with South Street. Additionally, the right turn lane widens off of the outside of the left turn lane. By reconfiguring the South Street southbound off ramp, project will help ease congestion, enhance mobility, improve public safety and improve regional traffic flow.	\$23,060.0	\$4,540.0	\$18,520.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Cerritos.
<i>I-605 VALLEY BLVD INTERCHANGE</i> ¹		\$2,760.6	\$2,760.6	I-605/Valley Boulevard Interchange experiences significant congestion, heavy truck traffic and operational deficiencies that are forecasted to increase in the future and exacerbate existing traffic operations without improvements. The project includes improvements to the ramps and Valley Boulevard and will reduce congestion, alleviate mobility constraints, and enhance safety at this local interchange. The Project is one in a series of small scale "Early Acton" projects that will alleviate operational deficiencies and improve mobility and safety, consistent with the goals and recommendations in the SR-91/I-605/I-405 Hot Spots Program.	\$45,322.3	\$2,782.4	\$42,540.0	No change with Project (interchange reconfiguration).	Bicycle and pedestrian signage and LED lighting in pedestrian/bicycle accessible areas. ADA-compliant curb ramps with high-visibility crosswalks. Within the City of Industry and County of Los Angeles.
<i>I-605 CORRRDR-HOT SPOTS (GC#61)</i> ²	\$1,500.0	\$2,000.0	\$3,500.0	Subregion's plan for the corridor include improving areas of chronic traffic congestion on the I-605 Freeway and SR-91 for a safer and easier drive. As part of this program of improvements, projects focus on the long-term needs of the I-605 corridor and short-term needs of the I-605 and SR-91 that can be completed within the next three to five years.	\$1,240,000.0	\$424.2	\$1,239,575.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
Interstate 710 South and/or Early Action Projects (Gateway Cities) + Task Force ²	\$5,500.0	\$4,802.0	\$10,302.0	Projects include local interchange improvements with no/minimal impacts, soundwalls, arterials and intersection improvements. Other beneficial and feasible local improvement components such as active transportation, pedestrian safety, complete streets, and similar projects will be included in the scope of the local interchange improvements to the extent possible.	\$259,671.2	\$176,192.0	\$83,479.2	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
<i>I-710 Corridor Task Force ¹</i>		\$500.0	\$500.0	The 710 Corridor Task Force, comprised of a wide of range of stakeholders, has met several times since September 2021, and has begun evaluating a comprehensive community engagement plan in support of the upcoming discussions regarding corridor needs and potential improvements.	\$6,282.0	\$1,492.5	\$4,789.5	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project ²</i>		\$174.1	\$174.1	Soundwall Package 2 includes 2,713 linear feet of new soundwalls and 19,367 linear feet of aesthetic treatment of existing soundwalls. Soundwall Package 2 is located north of SR-91 in Caltrans' right of way in the Cities of Bell Gardens, Commerce, Compton, East Los Angeles, and Long Beach.	\$9,437.3	\$4,050.0	\$5,387.3	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 EARLY ACTION PROJECT-Soundwall Project 3 ¹</i>		\$167.5	\$167.5	Soundwall Package 3 includes 4,131 linear feet of new soundwalls, 4,750 linear feet of aesthetic treatment of existing soundwalls and 13,376 linear feet of existing soundwalls to be replaced. Soundwall Package 3 is located south of SR-91 in Caltrans' right of way in the City of Long Beach.	\$52,000.0	\$8,485.5	\$43,514.5	No change with Project (soundwall project).	Not applicable (soundwall project).
<i>I-710 SEAP - INTEGRATED CORRIDOR MANAGEMENT ¹</i>		\$1,600.0	\$1,600.0	I-710 Integrated Corridor Management (ICM) project is parallel to 12 miles of the I-710 between SR-91 to SR-60. The project will develop an ICM system that integrates all systems from 15 different agencies to effectively manage incidents and other non-recurrent events. This project will increase travel time reliability and reduce delay resulting from incidents and events along the corridor.	\$40,000.0	\$2,379.5	\$37,620.5	No change with Project (transportation management system).	Not applicable (transportation system management).
South Bay Highway Operational Improvements ²	\$2,342.0		\$2,342.0	Auxiliary lanes, improving on and off ramps, constructing new on and off ramps, modifying interchanges, adding connector metering and modifying access and egress points to allow smoother and safer transitions between local arterials and freeways.	\$1,100,000.0	\$182.2	\$1,099,817.8	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

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SR-710 N Corridor Mobility Improvements ²	\$12,375.9	\$4,865.0	\$17,240.9	Local street/operational improvements, Intelligent Transportation Systems; transit; active transportation; and parking structure projects within the San Gabriel Valley and City and County of Los Angeles.	\$1,026,510.0	\$2,025.9	\$1,024,484.1	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
SR-57/SR-60 Interchange Improvements ²	\$94,000.0	\$35,932.0	\$129,932.0	Major operational/safety improvements including grade-separation of the two freeways and new ramps at Grand Ave/Eastbound SR-60. These improvements will increase freeway throughput and safety, increasing access to opportunity for the region.	\$457,500.0	\$68,532.9	\$388,967.1	+0% VMT (4,230,237 annual VMT with Project vs 4,230,956 annual VMT without Project) & +2% GHG with Project vs No Project in year 2037 (2,017 CO2 tons per day with Project vs 1,997 CO2 tons per day No Project).	Bicycle and pedestrian signage, LED lighting in pedestrian/bicycle accessible areas, and ADA-compliant curb ramps with high-visibility crosswalks.
Transportation System and Mobility Improvement Program (South Bay) ¹	\$13,097.0	-	\$13,097.0	The projects will provide arterial-related operational, pedestrian, cyclist improvements throughout the subregion. Examples of these projects include signal synchronization, intersection improvements, park and ride facilities, pedestrian safety and access improvements, bike lanes, arterial, and freeway on/off ramp improvements. The improvements will enhance safety, operations, traffic flow, mobility, and multi-modal access.	\$350,000.0	\$3,104.1	\$346,895.9	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Alameda Corridor East Grade Separations Phase II ¹	\$20,000.0	\$68.9	\$20,068.9	The ACE Grade Separation Program is constructing rail-highway grade separation projects and at-grade safety improvement projects to improve community safety and cohesion, and reduce vehicle idling and associated tailpipe emissions at multiple locations in the San Gabriel Valley.	\$400,000.0	\$314,067.9	\$85,932.1	No change with Project (transit grade separation).	Not applicable (transit grade separation).
High Desert Corridor (SR-138/SR-18 Project Study Report) ²	\$250.0		\$250.0	Attempts to identify the feasibility and benefits of improving the remaining segments of the SR-138 in LA County as well as the SR-18 in San Bernardino County to provide a minimum 4-lane footprint between the Los Angeles County's Antelope Valley and San Bernardino County's Victor Valley. This project is being considered as an alternative highway alignment to a larger 6 to 8-lane freeway project considered in the multi-modal High Desert Corridor environmental document but found infeasible.	\$1,000.0	\$224.0	\$776.0	TBD: Impacts will be quantified in Environmental Document.	TBD: All modes under consideration at this time.
State Route 138 Capacity Enhancements (North County) ¹	\$10,700.0		\$10,700.0	Subregion works with Metro's Mobility Matrix and Short Range Transportation Plan. Subregion focuses on capacity enhancements and interchange improvements along the SR-138 and operational improvements on the SR-14.	\$200,000.0	\$66,515.4	\$133,484.6	VMT/GHG not available (subregional program).	Per June 2021 Board motion (File #:2021-0291), program eligibility expanded to Complete Streets & other multi-modal projects.
Interstate 5/St. Route 14 Capacity Enhancement (Utility Relocation) ¹	\$137.0		\$137.0	HOV Direct Connector in median of I-5 and SR-14 connecting with I-5 and SR-14.	\$5,000.0	\$0.0	\$5,000.0	No change with Project (utility relocation).	Not applicable (utility relocation project).

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Costs in 1000's

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I-210 Barrier Replacement ¹		\$6,634.6	\$6,634.6	The purpose of this project is to replace the existing median barrier along the Metro Gold Line right-of-way within the I-210 freeway with a stronger and taller Caltrans standard barrier to reduce the likelihood of future vehicular intrusions into Metro Gold Line right-of-way. Due to funding challenges current focus is only on the S-curve portion of the project alignment at this time instead of the entire project alignment.	\$22,541.4	\$13,623.6	\$8,917.8	No change with Project (safety barrier).	Not applicable (safety barrier project).
Sub Total	\$225,561.9	\$112,998.8	\$338,560.7		\$7,544,945.6	\$1,153,581.5	\$6,391,364.1		
TRAFFIC NOISE REDUCTION/SOUNDWALLS									
SOUNDWALL PACKAGE 10 ²		\$18,830.5	\$18,830.5	Constructing approximately one mile of Soundwalls along I-210 Freeway from 0.2 Mile West of Marengo Avenue Overcrossing to Wilson Avenue in the City of Pasadena. Constructing approximately 1.5 miles of soundwalls from Baldwin Avenue to Santa Anita Avenue in the City of Arcadia. Also constructing a 600 foot section of wall on the SR-134 east of Cahuenga Blvd near Arcola Street and a 600 foot section at Santa Anita off-ramp.	\$50,862.0	\$3,390.0	\$47,472.0	No change with Project (soundwall project).	Not applicable (soundwall project).
SOUNDWALL PACKAGE 11 ¹		\$1,873.0	\$1,873.0	Constructing approximately four miles of Soundwalls along SR-170 Freeway from US-101 to Sherman Way Overcrossing and I-405 from North of Stagg Street to South of Stagg Street, along with bridge reconstruction.	\$102,480.0	\$95,830.0	\$6,650.0	No change with Project (soundwall project).	Not applicable (soundwall project).
Sub Total		\$20,703.5	\$20,703.5		\$153,342.0	\$99,220.0	\$54,122.0		
CAPACITY IMPROVEMENT PROJECTS/LEGACY COMMITMENTS									
I-5 Capacity Enhancement from SR-134 to SR-170 ²	\$19,000.0	\$43.1	\$19,043.1	I-5 N Corridor project is divided into four segment projects to improve the I-5 (Golden State Freeway) between SR-134 (Venture Freeway) and SR-170 (Hollywood Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and interchanges and frontage roads modifications.	\$935,316.0	\$867,512.8	\$67,803.2	Not available.	Not available.
I-5 Carmenita Road Interchange Improvement ²	\$2,000.0		\$2,000.0	The Santa Ana Freeway (I-5)/Carmenita Road Interchange Project, in the Cities of Santa Fe Springs and Norwalk, is one of six segments of a two-mile section and HOV project. This segment is a 10-lane bridge overcrossing with 5 lanes in each direction.	\$419,881.0	\$409,533.3	\$10,347.7	Not available.	Not available.

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Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
Interstate 5 Capacity Enhancement from I-605 to Orange County Line ²	\$19,020.0	-	\$19,020.0	I-5 South Corridor project is divided into five segment projects to improve the I-5 (Santa Ana Freeway) between the Orange County line and I-605 (San Gabriel River Freeway). Improvements are enhancing safety and freeway access and will encourage ride sharing through new HOV lanes by adding one HOV lane and mixed-flow lane in each direction, grade separations, and pedestrian bridges with interchanges and frontage roads modifications.	\$1,468,368.0	\$1,400,727.5	\$67,640.5	Not available.	Not available.
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) ²		\$153,132.8	\$153,132.8	This project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of Parker Road, construct a new truck lane in the southbound direction from Calgrove Boulevard to SR-14, extend the existing truck lane in the northbound direction from Gavin Canyon to Calgrove Boulevard, and construct auxiliary lanes between interchanges at six locations. Project will include reconstruction of bridges, ITS improvements, including count stations, closed-circuit television (CCTV) and ramp metering.	\$679,370.0	\$88,600.0	\$590,770.0	Not available.	Not available.
SR-71 Gap from I-10 to Rio Rancho Road (South Segment) ²	\$20,000.0		\$20,000.0	The Project will upgrade SR-71 from a four-lane expressway to a six mixed flow lanes and two HOV lane freeway from SR-60 to south of Mission Boulevard. This project improves the safety of the facility and includes extensive utility relocations, a new retaining wall and soundwalls.	\$174,544.0	\$40,256.4	\$134,287.6	Not available.	ADA curb ramp modifications and crosswalks at all signalized intersections. Pedestrian crossing at the Mission Boulevard and Rio Rancho Road interchanges will remain in place. Pedestrian bridge south of 9th Street will be removed and replaced with a new ADA compliant bridge.
Sub Total	\$60,020.0	\$153,175.9	\$213,195.9	-	\$3,677,479.0	\$2,806,630.0	\$870,849.0		

FY23 Multimodal Highway Budget Summary

Costs in 1000's

Date Prepared: 06/09/2022

Projects/Program	FY23 Highway Subsidies Budget	FY23 Non-Subsidies Budget	Total	Project/Program Scope	Estimated Project/Program Cost	Expenditures to Date (through 04/30/2022)	Remaining Cost	VMT/GHG Impact 3	Complete Streets Checklist/Assessment 4
PROPERTY ROW MAINTENANCE									
Caltrans Property Maintenance		\$900.0	\$900.0	Maintenance, security, and operation of Park and Ride Lots.			\$ -	Not applicable (maintenance).	Not applicable (maintenance).
GENERAL PLANNING									
Highway Planning		\$3,261.4	\$3,261.4	General program costs, including administration and as-needed project management support services.			\$ -	Not applicable (planning/non-capital).	Not applicable (planning/non-capital).
GRAND TOTAL	\$285,581.9	\$291,039.6	\$576,621.5		\$11,375,766.6	\$4,059,431.5	\$7,316,335.1		

Footnotes:

1. Project/Program funded by Measure R/M Local funds

2. Project/Program funded through Local and State/Federal Funds

3. VMT/GHG impact

a. For VMT impact calculations, estimates are based on a corridor-focused, Southern California Association of Governments (SCAG) federally approved regional travel demand model analysis. For the GHG emissions impact calculations, the same VMT estimates are processed using an Emission FACTor (EMFAC) model which is utilized to quantify GHG emissions from mobile (non-stationary) sources. These tools are independently developed and validated by SCAG and/or the California Air Resources Board (CARB) for project focused analysis, with the VMT and GHG results useful for a comparison among alternatives. These estimates are documented within the federal (National Environmental Policy Act [NEPA]) and state (California Environmental Quality Act [CEQA]) approved final environmental documents.

b. For VMT estimation, Metro's VMT Mitigation Program is working on the development of a preferred quantification methodology. This program will also look to develop consensus on mitigation options for any new highway projects undergoing environmental review, with the goal of reducing impacts to a level less than significant under CEQA, consistent with Senate Bill (SB) 743.

c. For all VMT/GHG impact estimation, positive contributions (i.e., mitigation potential) of Complete Streets/non-SOV/carbon sequestration (e.g. tree replacements) project elements not quantified.

4. Complete Streets Assessment - Currently in development and/or there are numerous projects in the subregional programs.



Board Report

File #: 2022-0319, File Type: Program

Agenda Number: 30.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 16, 2022

SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE EVALUATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. ~~RECEIVING AND FILING the Public Safety Advisory Committee (PSAC) Quarterly Report;~~
- B. ~~RECEIVING AND FILING the PSAC Impact Evaluation Report (Attachment C); and~~
- C. ~~DIRECTING the Chief Executive Officer (CEO) to implement the recommendations outlined in the Evaluation Report with the current PSAC membership terms to expire July 31, 2022, instead of June 30, 2022.~~

BONIN AMENDMENT: Extend current Public Safety Advisory Committee (PSAC) membership term to September 1, 2022 to allow Chief Executive Officer (CEO) to return with more specifics and refinement to the recommendation.

ISSUE

In June 2020, the Board approved Motions 37 and 37.1 (Attachment A and B) that directed the CEO to establish a Public Safety Advisory Committee that would serve as a community-based perspective that Metro could consult with when developing a new scope of services, budget, and other provisions of the anticipated multi-agency police contract renewal effort. Item D of Motion 37 directed the CEO to report back to the Operations, Safety, and Customer Experience Committee on a quarterly basis, and in the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of PSAC along with a recommendation on whether it should continue. This board report serves as the final quarterly PSAC Report for 2022, as well as an evaluation of PSAC with recommendations by the external, third-party consultant on how to proceed.

BACKGROUND

In April 2021, Metro convened its first PSAC meeting, which was comprised of 15 community

members, three community alternatives, and three employees serving as ex-officio members.

As articulated in Article II of the PSAC Charter, PSAC was tasked with accomplishing 10 objectives including:

1. Developing recommendations in support of a community-based approach to public safety on the transit system;
2. Providing input when developing the new scope of services, budget, and other provisions of the multi-agency police contract renewal;
3. Reviewing the Customer Code of Conduct and providing feedback;
4. Developing a new mission and values statement for transit policing;
5. Responding to customer service surveys related to safety and security;
6. Presenting a set of recommendations on Transit Law Enforcement Services;
7. Developing and finalizing recommendations to alternative investments in public safety strategies;
8. Developing recommendations for a \$3 million investment in pilot safety strategies on board buses;
9. Developing recommendations for a \$3 million investment in pilot homeless strategies on board buses; and
10. Providing program design and implementation feedback on various funding initiatives

Since April 2021, PSAC has held 27 general meetings and 65 ad-hoc subcommittee meetings. The terms of current PSAC members expire on June 30, 2022.

As instructed in Motion 37.1, Wanda Dunham Consulting, LLC (WDC) was retained in April 2022 to complete an Impact Evaluation Report regarding the effectiveness of the PSAC. WDC led an evaluation team and assembled an external panel of subject-matter experts and community members to participate in the focus groups, share their key observations and provide input into the final report. The evaluation panel members were:

Wanda Dunham- With over 30 years of distinguished law enforcement experience, Wanda is a proven subject matter expert in the field of transportation security.

Sandra Bethea- With over 20 years of multifaceted social service and leadership experience in developing community-based programs, strategic planning, program evaluation and fiscal management in the areas of transit operations, safety and security, education, and health equity.

Edna Parra- As program manager, communications and community engagement expert, Edna currently serves as the PSAC Coordinator for Capital Metro in Austin, Texas.

Bill Greene- Bill has over 31 years experience in local government auditing. Herbert W. Franklin- Lieutenant Colonel Franklin is a LA METRO transit commuter who resides in Long Beach, California. He brings technical, community, and leadership insights to the panel as an Acquisition Program Strategist.

DISCUSSION

PSAC QUARTERLY REPORT

The following are highlights from PSAC's last quarter of meetings:

From March through May 2022, PSAC held six (6) general meetings and six (6) ad-hoc subcommittee meetings. In these meetings, the following topics were discussed: FY23 proposed Public Safety Budget, Code of Conduct, and Recommendations on the Flexible Dispatch Program. In June, PSAC plans to discuss and vote on recommendations for enhanced community outreach strategies and on the place-based implementation strategy as outlined in Motion 25.1.

EVALUATION

The goal of this impact evaluation was to assess and report on the effectiveness of PSAC in accomplishing the Board's stated objectives, which generally focused on improving Metro's safety, security, and law enforcement design. The evaluation followed a comprehensive approach that assessed the structure, practices, and accomplishments of the PSAC to date, in order to evaluate its mission, role, function, and impact. WDC focused on the following core areas:

1. Evaluating the mission of the PSAC by assessing its stated purpose, role, and fundamental principles
2. Determining if PSAC is reflective of the Metro community
3. Studying the PSAC structure and practices
4. Assessing the effectiveness of the PSAC work completed

WDC engaged PSAC members, Metro staff, Metro contract facilitators, and Metro Board staff in a review to assess the effectiveness of PSAC as an advisory body. In addition, WDC conducted independent research, a comparative analysis of promising practices, document review, assessment surveys, individual interviews, and focus group sessions, as well as consulted with subject matter experts to conduct their assessment of the effectiveness of the PSAC.

- Document review - a review and analysis of key documents, including the PSAC Charter, PSAC meeting minutes, Results of Survey of METRO Riders, PSAC member attendance logs, community comments during meetings, and any additional complaint/comment logs obtained related to PSAC meetings.
- PSAC Assessment Survey - All PSAC members, key Metro staff, and board representatives were invited to complete an online survey to share in confidence their insights related to PSAC.

- Focus Groups - A total of five focus groups were conducted, with a total of 28 PSAC members, facilitators, and Metro staff participating.
- Individual Interviews - The evaluation team conducted 13 individual interviews with Board representatives and Metro staff to further expand on the feedback provided in the online assessment survey and focus groups.
- External Panel - WDC assembled an external panel of subject-matter experts and community members to participate in the focus groups, share their key observations, and provide input into this final Report.
- Comparative Practices of Other Public Safety Advisory Committees

PSACs have been established all over the country. WDC reviewed five (5) transit agencies across the country in search of best practices among PSACs (including Tri-Met, the transportation authority in Portland, Oregon, Washington Metropolitan Area Transportation Authority (WMATA) in Washington D.C., Capital Metropolitan Transportation Authority (CapMetro) in Austin, Texas, King County Transit in Seattle, Washington, and San Francisco Bay Area Rapid Transit District (BART) in Oakland, California.

Key findings include:

- There was a strong consensus among all parties that PSAC was established with the charge of reimagining transit safety and community-based approaches to policing. There was also strong agreement on the need for both community insights and advocacy related to safety and security for Metro transit commuters and stakeholders.
- WDC found that some PSAC members did not have a general understanding or agreement regarding fundamental principles associated with the mission of the committee, such as the definition of safety in the context of a transit system, to drive the group's collective efforts.
- Based on surveys of involved stakeholders, there was no consensus that the representation on PSAC adequately represented all stakeholder groups or reflects Metro's ridership.
- PSAC decided to not appoint a Chair or Vice Chair, which impeded the efficiency of the meetings and its ability to advance positions.
- There was consensus among PSAC members who participated in the evaluation, that PSAC had not made a significant impact to date, and this sentiment was generally shared by Metro staff and Board representatives.
- WDC found that a majority of PSAC's recommendations to date have not aligned with Metro's layered approach to public safety that included non-law enforcement alternatives in conjunction with law enforcement services.

RECCOMENDATION

WDC proposed the following five (5) key recommendations based on their thorough data review, comparative practices benchmarking and stakeholder feedback:

- **Recommendation 1:** The current PSAC members' terms should sunset on June 30, 2022. While Metro staff concurs with sunsetting the current members' terms, staff believes the terms should sunset July 31, 2022 in order to provide sufficient time for the committee to conclude their work.
- **Recommendation 2:** The Metro CEO should establish a new committee to ensure a broader and more equally balanced representation to support its governance and operational structure in a manner that is consistent with the PSAC Charter.
- **Recommendation 3:** The Metro CEO should set top security priorities in collaboration with the committee. These priorities should be documented in a work plan with clearly defined areas for committee feedback. A quarterly review should be conducted by a designee of the CEO to monitor PSAC's progress and the effectiveness and implications of recommendations that are implemented.
- **Recommendation 4:** The new committee should remain an advisory committee.
- **Recommendation 5:** The revision of the charter with more clear objectives, and the selection of the new committee members should be in place by September 2022.

WDC's research, analysis and justification for the proposed recommendations are provided within the full Impact Evaluation Report (Attachment C).

FINANCIAL IMPACT

There is no financial impact with this board recommendation.

EQUITY PLATFORM

Through the implementation of PSAC, Metro has recognized the importance of hearing diverging experiences and perspectives regarding Metro's operations and public safety strategies. In adopting staff's recommendations, Metro will be able to expand opportunities to consult with diverse perspectives, while ensuring that the advisory committee is operated in a manner that is consistent with the governance model outlined in the PSAC Charter and focuses on core objectives associated with operating a safe and equitable transit system.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation aligns with Goal 2.1 - Metro is committed to improving security, and Goal 3.3- Metro is committed to genuine public and community engagement to achieve better mobility

outcomes for the people of LA County.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to implement the recommendations outlined in the Evaluation Report and the recommendation for current PSAC membership terms to expire July 31, 2022 instead of June 30, 2022. Staff does not recommend this alternative for the following reasons: 1. If we were to continue with the June 30, 2022 term we would create a community-based perspective gap from the reimagining safety work, and 2. The current PSAC structure has limited effectiveness for PSAC members and Metro staff, impeding the efficiency of the meetings and its ability to advance core safety objectives.

NEXT STEPS

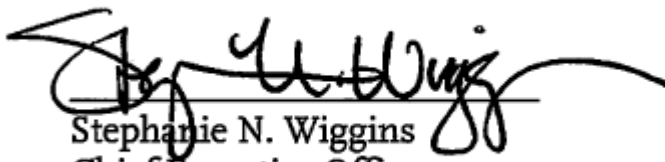
If the item is approved, Metro staff will begin implementing the recommendations outlined in the Impact Evaluation Report. Metro staff will continue to work with a reconstituted advisory committee to provide input into Metro's various public safety efforts.

ATTACHMENTS

- Attachment A - Motion 37
- Attachment B - Motion 37.1
- Attachment C - PSAC Impact Evaluation Report
- Attachment D - March 2, 2022, PSAC Meeting Minutes
- Attachment E - March 16, 2022, PSAC Meeting Minutes
- Attachment F - April 6, 2022, PSAC Meeting Minutes
- Attachment G - April 20, 2022, PSAC Meeting Minutes
- Attachment H - May 4, 2022, PSAC Meeting Minutes
- Attachment I - May 18, 2022, PSAC Meeting Minutes
- Attachment J - May 4, 2022 Flexible Dispatch Recommendations Memo

Prepared by: Gina Osborn, Chief Safety Officer, (213) 922-3055

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2020-0429, **File Type:** Motion / Motion Response

Agenda Number: 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020**

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro’s ridership and advocacy organizations, including but not limited to racial,

cultural, gender, income, geography, immigration status, and housing status.

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:
1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
 2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
 3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
 4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
 5. Education about and expansion of fare discount programs.
 6. Outreach and services for unhoused individuals.
 7. A shift of resources from armed law enforcement to the above strategies.
- C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal.
- D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.



Board Report

File #: 2020-0445, **File Type:** Motion / Motion Response

Agenda Number: 37.1.

**REGULAR BOARD MEETING
JUNE 25, 2020**

Amending Motion by:

DIRECTOR FASANA AND BUTTS

Related to Item 37: A Community Safety Approach to System Security and
Law Enforcement

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW
ENFORCEMENT**

RECOMMENDATION

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

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:

- 8. **Fasana Amendment:** Add the Customer Code of Conduct to the committee's purview.

- 9. **Butts Amendment:** Task the committee with developing a mission and values statement for transit policing.

Los Angeles County Metropolitan Transportation Authority

Public Safety Advisory Committee

IMPACT EVALUATION REPORT

June 2022



Prepared by: Wanda Dunham Consulting, LLC

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Public Safety Advisory Committee

Impact Evaluation Report

I. INTRODUCTION & EVALUATION BACKGROUND

To address growing national concerns related to racial equity, social justice, and police reforms, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors (Board) established a Public Safety Advisory Committee (PSAC) in June 2020 (Motion 37, June 18, 2020, agenda). The objective, as outlined in the Board motion, was to establish the PSAC as a community-based perspective that Metro could consult with when developing a new scope of services, budget, and other provisions of the anticipated multi-agency police contract renewal effort.

A selection of fifteen community members, three community alternates, and three employees serving as ex-officio members were finalized in February 2021. The first PSAC meeting was conducted on April 7, 2021 and has continued to convene regularly since that time. PSAC members' terms are set to expire on June 30, 2022.

The Board motion specified that as part of the final quarterly report of 2022, an external, third-party evaluation of the effectiveness of PSAC should be conducted with a recommendation on whether it should continue. The evaluation team of Wanda Dunham Consulting, LLC (WDC) was tasked with completing this Impact Evaluation Report (Report) of the PSAC.

Evaluation Background:

The goal of this impact evaluation was to assess and report on the effectiveness of PSAC in accomplishing the Board's stated objectives, which generally focused on improving Metro's safety, security, and law enforcement design. The evaluation followed a comprehensive approach that assessed the structure, practices, and accomplishments of the PSAC to date, in order to evaluate its mission, role, function, and impact. WDC focused on the following core areas:

The "Why" - evaluating the mission of the PSAC by assessing its stated purpose, role, and fundamental principles

The "Who" - determining if PSAC is reflective of the Metro community

The "How" – studying the committee structure and practices

The "What" – assessing the effectiveness of the work completed

II. EVALUATION DESIGN & METHODOLOGY

WDC engaged PSAC members, Metro staff, Metro contract facilitators, and Metro Board staff in a review process to assess the effectiveness of PSAC as an advisory body for transit security and safety. In addition, WDC conducted independent research, conducted a comparative analysis of promising practices, document

Public Safety Advisory Committee

Impact Evaluation Report

reviews, assessment surveys, individual interviews, and focus group sessions, and consulted with subject matter experts. The evaluation methods and engagement included the following:

- Document review – a review and analysis of key documents, including the PSAC Charter, PSAC meeting minutes, Results of Survey of METRO Riders, PSAC member attendance logs, community comments during meetings, and any additional complaint/comment logs obtained related to PSAC meetings.
- PSAC Assessment Survey – All PSAC members, key Metro staff, and board representatives were invited to complete an online survey to share in confidence their insights related to PSAC. A total of 27 PSAC assessment surveys were completed by committee members, Metro staff, and board staff representatives.
- Focus Groups – A total of five focus groups were conducted, with a total of 28 PSAC members, facilitators, and Metro staff participating. All focus group participants provided candid feedback regarding the contributions, challenges, and impact of PSAC.
- Individual Interviews – The evaluation team conducted 13 individual interviews with Board representatives and Metro staff to further expand on the feedback provided in the online assessment survey and focus groups.
- External Panel - WDC assembled an external panel of subject-matter experts and community members to participate in the focus groups, share their key observations, and provide input into this final Report. The external panel was assisted by a member of Metro’s Management Audit Services Department, who provided technical support. The contributions and insights shared by the external panel proved instrumental in ensuring an objective and comprehensive evaluation.

III. COMPARATIVE PRACTICES OF OTHER PUBLIC SAFETY ADVISORY COMMITTEES

PSACs have been established all over the country. Although the names may be similar, the purpose, duties, and responsibilities vary, and they are still relatively new to transportation authorities that rely in full or in part on contracted police services.

WDC reviewed five (5) transit agencies across the country in search of best practices among PSACs (Addenda D), including Tri-Met, the transportation authority in Portland, Oregon, Washington Metropolitan Area Transportation Authority (WMATA) in Washington D.C., Capital Metropolitan Transportation Authority (CapMetro) in Austin, Texas, King County Transit in Seattle, Washington, and San Francisco Bay Area Rapid Transit District (BART) in Oakland, California. The civilian oversight entities’ names and functions vary among these agencies. WMATA has established an Investigative Review Panel. Tri-Met called their committee the Transit Public Safety Advisory Committee and BART has a Police Citizen Review Board (BPCRB). King County, CapMetro, and Metro use the title of PSAC.

Public Safety Advisory Committee

Impact Evaluation Report

Key structure elements were reviewed such as committee titles, terms of service, size of committees, frequency of meetings, committee selection/make-up, committee structure (committee leaders, facilitators, committee direct report), key objectives, and compensation. In addition, the evaluation team distinguished between transit agencies that had internal police departments and transit agencies that used contract law enforcement services because the mechanisms for oversight vary among the two models.

Through this analysis, it became clear that each committee had a different focus and purpose. Some agencies focused on the integrity of police investigations, complaints of excessive force by officers, the adequacy of training, or opportunities for robust community engagement, while others provided ongoing analysis and oversight of their respective law enforcement department's policies, practices, and procedures. However, it was clear that each agency's purpose for establishing a community-based committee was to assure the public that police services were delivered in a lawful and nondiscriminatory manner and to improve transparency, accountability, trust, and respect between the police department and the community it serves.

Each agency also varied in regard to terms of service, committee selection, whether civilians and law enforcement should work collaboratively on the committee and the amount and form of compensation. Tri-Met and King County selected to invoke their committees for limited-term engagements to have them perform project-specific assignments such as providing recommendations on desirable characteristics of their next Sheriff, or for the development of specific public safety recommendations. The agency engagements were 7 weeks for Tri-Met and 6 months for King County.

The number of members also broadly ranged from 7 to 18 members. The organizational structure of most of the agencies was an elected Chair and Co-Chair, appointed by the committee members, to serve for designated terms. Each agency had its own method of selecting members to serve on their committees/commissions, ranging from appointments by elected officials to an application process based on criteria outlined in the agency charter.

Given the objectives of PSAC, as prescribed by the Metro Board, and the current structure for public safety services, CapMetro appears to have the community-based committee structure that most closely aligns with Metro's goals. CapMetro has a multi-layered approach to public safety that includes agency ambassadors, mental health clinicians, and contracted law enforcement. CapMetro's community-based committee consists of all volunteers, who on average serve a two-year term, and the committee has been tasked with providing input for enhancing and expanding a holistic approach to community-based policing.

The following chart summarizes the key structure and objectives for each of the six public safety committees included in the comparative analysis.

Public Safety Advisory Committee

Impact Evaluation Report

	Transit Agencies <i>without</i> Police Departments			Transit Agencies <i>with</i> Police Departments		LA METRO
	Tri-Met	Capital Metro	King County Transit	BART Police Department	WMATA	
Region	Portland, OR	Austin, TX.	Seattle, WA	Oakland, CA	Washington, DC	Los Angeles, CA
Term	limited term	Shall serve at the pleasure of the President	Limited term 6 months	2 year staggered terms based on odd-even system	Police members shall serve 3-year terms, Citizen members shall serve for two-year terms, to provide staggered terms	one-year term
Size	18	10	13	11	7	15
Frequency of Meetings Committee Representation/Makeup	7 week period Regional thought leaders, community representatives and National transit experts	Quarterly Eight (8) members appointed by the Board.	Weekly Members from the community, the Sheriff's office and county leadership	Monthly Eleven (11) members appointed as follows: i) Each BART Director shall appoint one (1) member. ii) BPMA and BPOA shall jointly appoint one (1) member. iii) one (1) Public-at-Large member to be appointed by the Board.	Quarterly Three members of the police department shall be current, command-level officials or internal affairs officials, also one member each from the DC, MD and VA. areas. Also, one member from every Four civilian members from each district and one-at-large member all appointed by the WMATA Board	Bi-Monthly 15 Regular Members, 3 Alternate members and 3 Employees, who serve as ex-officio (non-voting members)
Structure	A third-party facilitator working with an internal PSAC coordinator	Chair/ Co-Chair Structure to work with PSAC Coordinator	Hired an external facilitation team	Committee Chair, vice-chair structure also utilizes an Independent Police Auditor (OIPA) model that works collaboratively with the Citizens Review Committee.	Will report through one MTPD IA Commander and an MTPD District Unit Commander	Per Charter Chair/Co-chair format; however, that was not adopted. They use a contracted facilitator provided by Metro and decisions are made by consensus
Key Objectives	To develop a better understanding and investigate promising approaches in community engagement and transit security	To provide advisory recommendations regarding topics involving Public Safety. Mut provides constructive advisory service to the staff & Board on how best to develop, engage, and improve Cap Metro's customers and frontline-staff-oriented public safety program	Helps define & realize public safety goals. PSAC should amplify diverse voices & be the conduit for ongoing community input on improving police services that affect public safety. Also, to preserve & enhance public safety.	Increase visibility for the public, to provide community participation in the review & establishment of policies, procedures and practices.	To improve the integrity of investigations thoroughness & fairness of the process and adequacy of training (customer complaints and use of force incidents)	To provide valuable and thoughtful community perspectives to Metro staff concerning safety, security, and law enforcement and its role in the public transit environment. The PSAC will address the Board's objectives and work in collaboration with the facilitator & Metro staff to provide recommendations to Metro staff to improve Metro's future safety, security and law enforcement programs.
Compensation	Information Undisclosed	Voluntary; no compensation	Information Undisclosed	Volunteers, no compensation.	Voluntary and unpaid. WMATA-Smart-Trip card that is rebated with \$2500/month in funds used for travel to/from meetings.	Members receive \$200 per regular and \$150 per meeting for Subcommittee meetings. Alternate members receive \$150 per regular full PSAC meeting and \$75 for Subcommittee meetings. Ad-hoc employee members do not receive compensation
Selection Requirements	Selected by third-party consultant	Totality of application, experience, and expertise related to social & criminal justice reform, public safety, social services, community service, professional & Personal experience. Want people who ride transit. Members shall represent themselves individually & not with an organization they are affiliated with.	Selected by City Council, Executive Committee members, Police Officer's Guild, Community Advisory Oversight, and the King County Sheriff's Office Contract Oversight committee help to select the members of the PSAC.	Current residents within Alameda, San Francisco, Contra Costa, or San Mateo Counties. Must pass a background check, be Fair-minded, objective with a demonstrated commitment to community service. Not an employee, not current BPD law enforcement, not a convicted felon. Must be willing to participate in an annual Community Service outreach event to solicit feedback and have open communications regarding customer needs.	Must reside in the areas of appointment, cannot be WMATA employees	Members should incorporate the existing Community Safety & Security Working Group and include additional perspectives to include cultural, gender, income, geography, immigration status, and housing status.

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IV. KEY EVALUATION FINDINGS

Mission

Purpose

There was strong consensus among all parties interviewed that PSAC was established with the charge of reimagining transit safety and community-based approaches to policing. There was also strong agreement on the need for both community insights and advocacy related to safety and security for Metro transit commuters and stakeholders.

Defining Safety

It is expected that there should be a general understanding and agreement regarding fundamental principles, such as the definition of safety in the context of a transit system, to drive the group's collective advocacy efforts.

Our assessment found there was no consensus amongst PSAC members about the definition of safety for transit. The responses to the focus group questions to define safety for transit varied greatly among committee members including responses such as the sense that one feels when all the elements that contribute to safety are present; knowing that other passengers are going to be respectful of me, for any reason; knowing that the driver is a capable and a courteous driver; being able to leave your home and ride on transit and get home safely in one piece; and safety encompasses safety while waiting on the platform or bus stop.

It should be noted that the responses of the Metro staff were strongly aligned, clear, and concise related to the definition of safety for transit. The Metro staff focus group included responses such as safety is when our customers and riders don't feel threatened by anything; people feel confident in our system; and traveling without experiencing harm, in any form, verbal or physical, not feeling harassed. There appeared to be a strong consensus among Metro staff that a feeling of safety being felt by members of the public who ride Metro transit is of critical importance.

Representation

The Metro Board specified that the PSAC should incorporate the existing Community Safety and Security Working Group and include additional perspectives that represent Metro ridership and advocacy organizations, including but not limited to "racial, cultural gender, income, geography, immigration status, and housing". According to the Metro website, the final PSAC selection make-up is comprised of the following:

- 61% female
- 67% are either Black/African American, Hispanic/Latinx, or Asian/Pacific Islander
- 67% are between 25-39 years of age
- 72% of renters
- 50% have an annual income of \$60,000 or less

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- 17% are persons with disabilities; and
- 22% identify as bisexual or gay/lesbian.

The PSAC Member Survey Results (Addenda B) show that 67% of the members agree or strongly agree that PSAC has the right characteristics, backgrounds, experiences, perspectives, and skills to be effective, 25% were neutral, and about 8% of PSAC members disagreed with this statement. In contrast, 86% of Metro staff disagree or strongly disagree with the statement that the current PSAC makeup has the right characteristics, backgrounds, experiences, perspectives, and skills to be effective, 0% were in the neutral category, and 14% state that they would strongly agree. There was general agreement during the focus group sessions (Addenda A) that there is room for additional representation, such as an unhoused representative, youth, and seniors.

It should be noted that no representative on the PSAC has expertise in law enforcement, mental health, or social service sectors.

Practices

Committee Practices

The PSAC conducted a total of 25 committee meetings (approximately 2 hours per meeting, with bi-monthly meetings) and 64 ad-hoc subcommittee meetings (approximately 90 minutes per meeting) from its inception to April 2022. Each meeting was facilitated by an independent consultant and supported by Metro staff. The attendance rate for the general PSAC meetings was 72% or greater for all members.

Based on the review completed by WDC, the first seven months of committee meetings were spent addressing structural issues, reviewing educational models and presentations regarding public transit safety models, and creating a safety culture. A significant amount of time was spent addressing administration challenges.

The PSAC decided to not elect a Chair or Vice-Chair, despite a suggestion to establish such roles as referenced in PSAC's charter, which further impeded the efficiency of the meetings and impeded the committee's ability to advance positions.

Process and Collaboration with Metro Staff

The PSAC Charter promotes collaboration with Metro staff in bringing forward collective ideas to improve security. However, during interviews with several PSAC members (Addenda D), it was made clear that the members did not want Metro staff involvement or engagement in their deliberative process. For example, PSAC members said the following: Metro staff should take a step back; we don't think their presentations are helpful and we can read, so they should just give us the information and if we have questions, we will ask them.

Receptivity to Broader Community Feedback

There was no evidence that the current structure or practices of the PSAC were designed to consider or integrate a broader community perspective, despite the expectations in the PSAC's Charter that community

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engagement is necessary to truly reimagine public safety. When speaking with PSAC members about incorporating community concerns and developing a strategy to garner community input before making their decisions that would ultimately impact the transit-riding community, there was no clear demonstration of the desire to adopt community input before making their decisions.

Impact

Accomplishing Its Objectives

The impact of PSAC should be measured in part by the progress and success it has had in accomplishing its stated goals and directives established in the Charter and through Board direction. The PSAC had 10 objectives, as identified in Article II of the Charter. The progress to date is as follows:

PSAC OBJECTIVE	PROGRESS TO DATE
1. The PSAC will develop recommendations in support of a community-based approach to public safety in the transit system, including but not limited to: <ul style="list-style-type: none"> a) A transit ambassador program that provides a staffed presence at Metro facilities and on Metro vehicles b) Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations c) Greater community stewardship of transit spaces, such as supporting street vending in transit plazas d) The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives e) Education about and expansion of fare discount programs and fare-less system initiative f) Outreach and services for unhoused individuals g) A shift of resources from armed law enforcement to the above strategies 	Items a and g are completed, items c and f are in progress, no progress on items b, d, and e.
2. Provide input when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal	Completed 11.3.21 and 1.19.22
3. Review the Customer Code of Conduct and provide feedback	Completed 4.20.22
4. Develop a new mission and values statement for transit policing	Completed 11.3.21
5. Respond to customer service surveys relating to safety and security	Provided input on the draft survey and received a briefing on the results
6. Present a set of recommendations on Transit Law Enforcement Services.	Completed 11.3.21
7. In relation to Metro's law enforcement contract and alternative investments in public safety strategies, develop and finalize PSAC recommendations for those alternatives	In progress
8. Recommendation for \$3 million for pilot safety strategies on board buses.	The presentation received; additional information required from Metro staff
9. Recommendation for \$3 million for pilot homelessness strategies on board buses.	In progress
10. Provide program design and implementation feedback on all of the following initiatives: <ul style="list-style-type: none"> a) \$20 million for a transit ambassador program that provides a staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the San Francisco Bay Area Rapid Transit (BART) program b) \$1 million for elevator attendants at stations c) \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations d) \$5 million for Call Point Security Project Blue light boxes recommended by the Women and Girls Governing Council to improve security on the BRT and rail system 	Item f is completed; Items a and h are in progress; and no progress on items b, c, d, e, and g.

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<ul style="list-style-type: none">e) Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doorsf) \$2 million for short term shelter for homeless ridersg) \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter servicesh) \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness	
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Assessment of Impact

There was a consensus among PSAC members that the PSAC has not made a significant impact to date. Comments from the committee concerning their perceived impact cited a very broad range of explanations including the following: we have formulated a more “holistic” approach to thinking about public safety; we have started the conversation; things need a 3–5 year investment to show fruit, and committee member terms should be at least two years with the option of a third year; we have influenced public safety but have not seen a big impact; we gave more visibility to the unhoused but are concerned about funding for the ambassador program; PSAC had helped to raise general awareness as to the concerns of the LGBT community; and we should not forget the primary reason PSAC was created which was to protect black men from being killed by the police, everything else is a distraction.

The general comments by Metro Staff demonstrated a mixed assessment of PSAC to date. Some staff believes the very structure and voice offer tremendous value and others have strong concern over the lack of progress given the time and resources invested. Key feedback related to PSAC's impact by Metro staff is as follows: PSAC’s vote to remove law enforcement without consideration of the impact on the community is evidence of flawed reasoning and an anti-policing sentiment without any legitimate LA Metro case, history, pattern, or incident to warrant this position; working to uplift voices that have seldom been heard when it comes to public safety or other aspects of public life; it's uncomfortable for Metro, but they are pushing conversations that need to be had to provide unbiased public safety; sharing their experiences; the impact of PS, and unclear; and advocating for more presence on the system by community organizations.

In search of a governing body perspective, WDC reached out to Metro Board staff, many of whom had often attended PSAC meetings and had independent conversations with PSAC members. The general finding of the Metro Board staff that participated is that the PSAC has not been impactful to date and there is great room for improvement in structure and practices. Metro Board staff acknowledged that while the task of reimagining public safety is challenging, PSAC has not helped Metro move forward to reimagine public safety effectively. Feedback includes the following: It would seem to be critical that we keep the original motions in mind, but we need to be flexible about current conditions. We want bus drivers on the system to feel safe. Also, PSAC needs to be reminded of its advisory status, and that they are not a policy-making body; they have done a lot of work to come up with some ideas, but in other ways, I do not know if they have been all that effective.

The PSAC member survey results (Addenda B) show that 50% of the committee members believe PSAC has made measurable progress in one or more key areas related to the charter objectives, and 50% responded

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neutrally to this question. For Metro staff, 57% agree/strongly agree while 43% disagree/strongly disagree. For the Metro board representatives, 25% agree, 50% disagree/strongly disagree, and 25% are neutral. In summary, 50% or less of each of the key groups that participated in the evaluation believed that PSAC has not made measurable progress in one or more of the key areas related to the charter.

Alignment with Multi-Layered Public-Safety Approach

The PSAC recommendations to date have not aligned with Metro's layered approach to public safety that includes non-law enforcement alternatives in conjunction with law enforcement services to enhance public safety. While the Board, in its initial motion in June 2020, and in subsequent corresponding motions, has acknowledged opportunities to shift resources to non-armed entities, it also has recognized the need to develop a new scope of services, budget, and other provisions for the multi-agency policy contract renewal. PSAC's recommendations to completely eliminate contracted security and defund law enforcement services fail to align with the overall vision set by the Board.

ADMINISTRATIVE COSTS

As part of this impact evaluation project, WDC reviewed the information provided by Metro staff regarding the estimated costs associated with supporting the work of PSAC (Addenda G). WDC did not audit these estimated figures and accordingly does not express an opinion as to their reliability. However, Metro staff expressed that they exercised due diligence in the preparation of these estimates. These amounts are included in this impact analysis report for purposes of context; an evaluation of the impact of any committee should reasonably consider what the costs associated with supporting the activities of that committee are, and for that reason, the decision was made to include this information in the report.

The costs associated with supporting the PSAC are primarily those related to the cost of personnel and external expertise to facilitate its activities. The estimated staff time from April 2021 through April 2022 is approximately 4,940 hours, and the approximate cost for that period was approximately \$764,000.

V. EVALUATION SUMMARY & RECOMMENDATIONS

The Metro Board is to be commended for their exceptional forward-thinking when the PSAC committee was formed in the wake of the murder of George Floyd and the outrage which sparked protest across the country and internationally. With the backdrop of a global pandemic, the challenges of operating a transit system have changed significantly, but the central reason for the creation of PSAC, namely, to develop community-driven solutions for improving safety, security, racial, gender, and social justice remain paramount. The socio-economic ills that intersect directly with a transit system and riders, such as drug use, mental illness, unhoused, and the rise in violent crimes across the country, create unique challenges that must be addressed through a reimagined public safety system. The establishment of a reimagined system requires effective stakeholder collaboration, community input, technical expertise, and executive oversight to ensure measurable progress.

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The central finding of the impact evaluation is that the role of a PSAC, when clearly defined and implemented, can be of great value in creating opportunities for holistic and collaborative decision-making. However, critical lessons are identified as part of this evaluation related to the current PSAC structure, roles, and practices, that need to be revised to build a stronger, more effective model for input moving forward.

The evaluation team has identified five (5) key recommendations based on a thorough data review, comparative practices benchmarking, and stakeholder feedback.

Recommendation 1: The current PSAC member's terms should sunset on June 30, 2022.

Justification: WDC was tasked with assessing the effectiveness of PSAC in providing recommendations to improve Metro's safety, security, and law enforcement design. Focus groups with PSAC members and Metro leaders, as well as interviews with PSAC facilitators and Metro Board staff, demonstrated a lack of alignment as to PSAC's role being that of an advisory committee. This lack of alignment has created delays in critical decisions/recommendations, and a lack of trust and collaboration between staff and PSAC. Furthermore, by not instituting a committee structure with a Chair and Vice-Chair, led to unproductive meetings, and ultimately resulted in unresponsive or insufficient feedback to the Metro CEO and Metro Board regarding the core issues for which it was tasked with opining.

Recommendation 2: The CEO should establish a new committee to ensure a broader and more equally balanced representation, and support its governance and operational structure in a manner that is consistent with the PSAC Charter.

Justification: Based on the comparative research, it was noted that highly effective public safety committees had the following attributes: 1) a well-defined mission with a narrow, clear focus, 2) narrow operating parameters, and 3) a strong, inclusive, and collaborative committee chair with a leadership mindset. WDC recommends that the PSAC's Charter be updated to align with the three practice attributes described above and that efforts be made to ensure that future committee participation includes a diverse range of perspectives and experiences. There can be varied areas of focus such as racial justice and police reform; however, the new committee should be designed to meet the most basic needs of Metro riders, transit employees, and the community it serves, and that is for everyone to be safe while on the Metro system.

Recommendation 3: The Metro CEO should set top security priorities in collaboration with the committee. These priorities should be documented in a work plan with clearly defined areas for committee feedback. A quarterly review should be conducted by a designee of the CEO to monitor PSAC's progress and the effectiveness and implications of recommendations that are implemented.

Justification: This new committee should be tasked with providing the CEO with advisory services related to public safety in the Metro system. This is a vitally important area that directly affects the public who depend on Metro for their public transportation needs. Because of this, it is critical that the Charter be updated with more clear objectives for the committee to focus on. The committee decision making should be driven by data

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and information that is relevant, reliable, and current. Moreover, when the committee's recommendations are implemented, data should be collected and shared to track. The committee must be able to focus on its core objectives and not be spread too thin with competing requests. If needed, Metro should retain independent assistance with revising the key objectives with which the committee is tasked to more clearly focus their efforts.

Recommendation 4: The new committee should remain an advisory committee.

Justification: Metro does not have its own police department. Metro currently contracts with several law enforcement agencies to provide law enforcement services for its customers; therefore, the agency has limited ability to ensure all the areas of focus as outlined in the current PSAC Charter and Board motions are being met. The new committee should work in collaboration with the Metro CEO and the Office of Safety, Security, and Law Enforcement to provide high levels recommendations on how Metro should approach improving public safety on the transit system. It should be noted that contracted law enforcement departments have their independent internal processes to handle complaints or misconduct allegations; that should not be a role the committee should play.

Recommendation 5: The revision of the charter with more clear objectives and the selection of the new committee members should be in place by September ~~2023~~ 2022.

Justification: This timeline would allow for Metro to receive input from riders and the broader Metro community related to safety and security priorities to update and clarify the committee's objectives as specified in its Charter. It would also allow for sufficient time to solicit participation while ensuring momentum is not lost in supporting constituent-driven engagement and accountability as Metro begins to roll out new programs that seek to reimagine public safety.

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VII. ADDENDA

- A. Focus Group Summaries (PSAC Committee Groups A, B, C, PSAC Facilitator, Metro Staff, and Board Staff)
- B. Board Staff Interview Comments
- C. Survey Summary Reports (PSAC Committee, Metro Staff, and Board Staff)
- D. Public Safety Committees- Comparative and Promising Practices
- E. PSAC Public Comments Summary
- F. PSAC Mission Statement
- G. PSAC Consultants and Panel Bios
- H. Summary of Metro Costs to Support the PSAC
- I. PSAC Charter

ADDENDA A

Focus Group Summaries

(PSAC Committee Groups A, B, C, PSAC Facilitator, Metro Staff, and Board Staff)

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ADDENDA A

PSAC Focus Group A Tuesday, April 19, 2022 Meeting Summary

This meeting was attended by three regular PSAC members and one Metro employee PSAC member. Responses to the following questions are summarized below:

How do you define safety for transit?

- An overall sense of well-being, comfort, general wellness
- Being able to move freely within the system
- Safety has to be the number one focus everywhere within the Metro

Please share about positive experiences or disappointments you've had while serving on PSAC.

Positive

- Good conversations
- Members are respectful toward one another
- Meeting the other panelists
- Seeing PSAC members trying to work together

Disappointments

- Metro has not been transparent about where our recommendations are going.
- Metro staff has tried to coerce the outcome, so everything fits in with what they want to do
- Metro does not seem receptive to true transformative change
- An us (PSAC) vs. them (Metro) mentality
- Feeling rushed sometimes to bring forth recommendations
- Sometimes feeling like the recommendations go nowhere
- Metro PSAC members are not voting members
- Prior CEO started this, but then left current CEO "holding the ball"

What progress has PSAC made in improving community-based approaches to public safety?

- Transit ambassador program

Is there key representation missing from PSAC, if so which group?

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- I think in general, it's solid
- Metro staff were very thoughtful in how they selected the PSAC members
- More homeless people of color would be most beneficial

Are there procedural changes (practices, policies, or support) that can be implemented to ensure a more effective committee? If so, please describe.

- Have Metro staff take a step back, and let PSAC lead with the support of the facilitators
- PSAC seems to be pressured to only make “tip of the iceberg” type recommendations
- The charter motions that gave rise to PSAC was fine; implementation of PSAC was flawed
- Have the meetings in other forums besides Zoom

How are the recommendations and work of PSAC representative of the broader transit community and stakeholders?

- They are to the extent necessary
- Board Motions focused on George Floyd, not on PSAC being a General Safety Committee
- The “perceived” lack of safety on public transit challenges the work being done by PSAC

What techniques are used by PSAC to hear from stakeholders?

- Public comment sessions in committee meetings
- One PSAC member said they were aware of surveys sent to general & unhoused riders
- Some PSAC members are frustrated that they are unable to reply to public comments

How are the recommendations and work of PSAC developed in a collaborative method with LA metro staff?

- Turnover at Metro “has not been helpful”
- Some Metro staff have been more helpful than others
- If PSAC could brainstorm on their own without Metro staff in the room would help at times

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PSAC Focus Group B Thursday, April 21, 2022 (3:00 PM) Meeting Summary

This meeting was attended by two regular PSAC members and one Metro employee PSAC member.

Responses to the following questions are summarized below:

How do you define safety for transit?

- The sense that one feels when all the elements that contribute to safety are present.
- Knowing that other passengers are going to be respectful of me, for any reason
- Knowing that the driver is a capable and a courteous driver
- Being able to leave your home and ride on transit and get home safely “in one piece”
- Safety encompasses safety while waiting on the platform or bus stop

Please share about positive experiences or disappointments you’ve had while serving on PSAC?

Positive

- Finding common experiences and cultivating a comfort level with one another
- Having an external facilitator versus having Metro serve as facilitator
- The way meetings were facilitated allowing people to gel and work together
- Hearing from Metro Riders and their safety concerns made me more sensitive to their concerns
- Actually riding on the train also changed my perspective
- Even when they didn’t agree, PSAC member learned from one another’s perspective
- The sub-committees are more productive because are more focused
- Sub-committees ask the “hard questions” and refined things before they are sent to full PSAC

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Negative

- When an ad-hoc wasn't going in the direction Metro wanted it to, Metro would "shut it down"

What progress has PSAC made in improving community-based approaches to public safety?

- We have formulated a more "holistic" approach to thinking about public safety
- We have started the conversation; things need a 3-5 year investment to show fruit
- Thinking of the complete eradication of violence is not a realistic goal for Metro
- Committee member terms should be at least two years with the option of a third year
- We have influenced public safety but have not seen a big impact
- We gave more visibility to the unhoused but concerned about funding ambassador program
- PSAC had helped to raise general awareness as to the concerns of the LGBT community

Is there key representation missing from PSAC, if so which group?

- LGBT should continue to be represented on the PSAC
- Group is sufficiently diverse and there are lots of discussion as to others' perspectives

Are there procedural changes (practices, policies, or support) that can be implemented to ensure a more effective committee? If so, please describe.

- Sometimes certain technical data was missing when agendas were circulated to PSAC members

How are the recommendations and work of PSAC representative of the broader transit community and stakeholders?

- The black transgender community has made a more concerted effort to be more visible
- The voice of seniors and the disabled could be more represented
- Having youth on PSAC is an investment in our future

How are the recommendations and work of PSAC developed in a collaborative method with LA metro staff?

- PSAC needs to get away from meeting exclusively via Zoom
- At times, facilitators had conversations with Metro that undermined the sub-committee's work
- One member said this type of focus group check-ins were critical
- Throughout the PSAC process, all of my questions were always promptly answered

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- The facilitators wanted chairs for PSAC which we did not ever come to a consensus about

PSAC Focus Group C Thursday, April 21, 2022 (5:00 PM) Meeting Summary

This meeting was attended by three regular PSAC members. Another member who had stated they would be there did not attend. Responses to the following questions are summarized below:

How do you define safety for transit?

- When a person can live a full and complete dignified life
- One can bring their full selves to public transit and have access to all transit services
- Beyond getting from point A to B safely; it means people can ride for any reason and feel safe
- It is a multi-pronged feeling and experience
- Freedom from physical harm and threat, but also freedom to be able to be fully expressed

Please share about positive experiences or disappointments you've had while serving on PSAC?

Positive

- Relatively diverse group, kind group of people
- Diversity of the group
- Heavy educational component learning about Metro's law enforcement structure
- The initial support from the Operations, Safety and Customer Experience Committee

Disappointments

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- Metro's not heeding PSAC's recommendations
- Not having more input on policies and the actual activation of activities
- Just giving "up or down" votes on things Metro was already doing
- Not having in-person interactions with one another
- PSAC should not be a short-term enterprise; members should serve 2-3 year terms
- Metro's follow through on PSAC recommendations
- Lack of support from Metro staff coupled with lack of follow-through from the Board
- It is not a facilitator problem; there is a defensiveness on the part of Metro staff
- PSAC recommendations are not presented in a way that gives them substance
- Many politics surrounding the group

What progress has PSAC made in improving community-based approaches to public safety?

- The Transit Ambassador program, but concerns about it being outsourced
- PSAC looked at the training for security and encouraged sensitivity training
- Had a say about uniforms to be used in the transit ambassador program.
- A dashboard showing progress on recommendations would be helpful

Is there key representation missing from PSAC, if so which group?

- Justice impacted individuals
- Teenagers
- Retired individuals
- There doesn't need to be additional law enforcement representation on PSAC
- Metro provides sufficient representation in their opinion as to law enforcement perspective
- A person who has experienced homelessness

Are there procedural changes (practices, policies, or support) that can be implemented to ensure a more effective committee? If so, please describe.

- More interaction with the Board or the Operations, Safety and Customer Experience Committee
- Longer public comment periods
- If PSAC could engage with the public without violating the Brown Act would be helpful
- More community-based engagement that is adequately resourced

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How are the recommendations and work of PSAC representative of the broader transit community and stakeholders?

- Metro resources need to be dramatically redirected from law enforcement to social services.

How are the recommendations and work of PSAC developed in a collaborative method with LA metro staff?

- There is defensiveness in Metro staff and a “push-pull” dynamic
- Collaboration in the beginning with the transit ambassador program but then they “hit a wall”
- Turnover at Metro has affected cohesiveness
- Collaboration was never really something that was needed for PSAC to accomplish its mission

PSAC Facilitators Focus Group

Friday, April 22, 2022

Meeting Summary

This meeting was attended by the two retained PSAC facilitators. Responses to the following questions are summarized below:

How do you define your role?

- The role is defined by Metro and the charter
- We are a 3rd party that is coordinating with both sides, understanding both sides, being stewards
- Helping PSAC to develop work products that the committee could refine
- A party that goes back to both sides to present each side with the view of the other side
- Some tension is created by the fact that the PSAC is only an advisory committee

Do you believe being impartial is part of your role? If yes, how do you maintain your impartial state of mind?

- Being impartial is critical
- Also critical is willingness to explain to Metro what the PSAC is not willing to change position on
- We are the conduit of knowledge that represents both sides

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- We advise Metro about how the PSAC may react and advise PSAC about Metro's priorities

Other observations shared by the facilitation team

- We serve in a facilitator role, not a mediator role
- Limited time to accomplish assigned tasks undermined the willingness of some to collaborate
- Professional advocates do not represent the majority of the committee
- The scope of the charter is fine but that more time is needed for education of all
- Disagreement within PSAC has been minimal; real discord has been between PSAC and Metro
- Recent disagreements within PSAC have been due to the defunding of law enforcement
- Some PSAC members do not trust Metro or believe the interests of Metro align with theirs
- PSAC was thrust into the heat of things with the matter of the funding of the policing contracts
- Trust disconnects could perhaps have been avoided in the beginning if there were more time
- The PSAC believes that their guideposts are the Board motions, not the charter
- Some members of the PSAC thought they were asked to do something transformative
- It would have helped PSAC if they knew from the beginning what Metro was truly not open to (e.g., full defunding of law enforcement)

Is crime on the transit system discussed by the PSAC?

- By some, but the PSAC is skeptical about Metro's approach to addressing crime

What specific recommendations has PSAC put forth as an alternative to law enforcement?

- The transit ambassador program

Is the transit ambassador program what PSAC envisioned as the total solution to public safety?

- No, it was a first step
- PSAC lacked the time to develop recommendations about the supporting ecosystem
- It seems the Board wants funds to be redirected to address crime preventative factors

What do you think about term limits for PSAC members?

- Agree with PSAC members that terms for members should be longer

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- Agree with PSAC members that a committee like this should potentially exist into perpetuity
- Meeting by Zoom has affected the committee's ability to connect more closely as a group
- Metro being clear about what they ultimately want would be helpful
- Facilitators noted that PSAC does not trust anyone to lead them (hence no chair, vice chair, etc.)
- Facilitators believe having a chair, vice-chair, secretary should be a requirement in the future

PSAC – Metro Executive Leadership Team Focus Group Friday, April 26, 2022 Meeting Summary

This meeting was attended by seven members of Metro Management. Responses to the following questions are summarized below:

How do you define safety for transit?

- Safety is something very personal
- Safety is when our customers and riders don't feel threatened by anything
- People feel confident on our system
- Traveling without experiencing harm, in any form, verbal or physical, not feeling harassed
- Our customers shouldn't even have to think about safety threats
- Safety is a component of customer experience

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Based on the approved charter and board motions what progress has PSAC made that aligns with those directives?

- PSAC developed a framework for the transit ambassador program
- Developed a mission and vision statement for public safety
- Elevated key voices from the community, such as people of color, the disabled, etc.
- PSAC has helped to increase awareness of the rider groups they represent
- PSAC has also raised awareness to the public that safety is a priority for Metro

How are the recommendations and work of PSAC developed in a collaborative method with LAMETRO staff?

- I don't think it is collaborative; we struggle to work in a collaborative way
- I feel like they don't appreciate Metro has conditions\requirements we can't simply set aside
- There is not a meeting in the middle; it feels very transactional
- I do not believe that they are interested in true collaboration.
- They ask few questions about the things presented on and instead sidetrack conversations
- I believe that there is a power struggle between PSAC and Metro Staff, and a lack of trust
- It is not clear that they have met their stated 10 objectives identified in their charter
- PSAC being uncooperative has prevented true collaboration from taking root

Supplemental question: What can be done, if anything, to improve the collaboration?

- PSAC needs to acknowledge Metro's expertise
- There have been times that PSAC requested that Metro not be present for discussions
- Facilitators should guide the meetings to be more collaborative, but they seem unwilling
- Collaboration has also been hampered by the fact that PSAC doesn't have a designated chair
- Hold PSAC accountable to the existing charter to avoid 'scope creep'
- Stronger facilitator, electing a chair, a more balanced membership of PSAC members
- Incorporate activities to build trust
- Incentivize collaboration. Only award stipends upon completion of stated objectives
- Hold facilitator responsible for collaboration exercises
- Reinforce that PSAC is an advisory, recommendation body, and not a policy-making body
- Provide PSAC membership with transit training and familiarization with Metro staff & functions
- PSAC members should focus discussions on topics presented versus sidebar issues
- Roles and responsibilities need to be more clearly defined

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- PSAC was given an ambitious schedule and Metro was not clear about what was not negotiable
- Most PSAC members did not join with the expectation that they were just going to advise
- PSAC was brought in to challenge Metro; we should not expect them to simply defer to us

Is there key representation missing from PSAC, if so which group?

- Safety experts
- People who do not have a strict defund the police perspective.
- SSLE was to serve as the safety and security experts on the PSAC but that did not happen
- PSAC felt like they hear enough from SSLE so do not need law enforcement representation

Are there procedural changes (practices, policies, or support) that can be implemented to ensure a more effective committee? If so, please describe.

- PSAC is not a balanced committee
- Committee members are needed who do not have fixed perspectives.
- We need to do a better job of recruiting a more representative PSAC
- It would not make sense to start all over again because then PSAC loses legacy knowledge
- Metro members on the committee should be able to vote
- SSLE should be on the committee and have a vote

Is there anything that we did not ask you, or that we should consider?

- The ideal number of PSAC members should be ten
- Perhaps it's the dynamics of the group, not necessarily the points of view that cause discord
- Metro needs to be specific means when it says it wants a broader perspective on the group
- I don't think PSAC represents the wider perspectives of our riders or that of employees
- A concern is that the facilitation team sometimes allows people to speak on non-agenda items
- The PSAC does not see its role as being very limited, believing its reach is greater than what it is
- There is some history that supports PSAC's distrust of government

ADDENDA B

Board Staff Interview Comments

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ADDENDA B

Performance of PSAC-Metro Board Staff Representatives Perspective

All Metro Board staff representatives were invited to participate in a PSAC assessment survey and an individual interview. Up until this point, the evaluation team had heard from PSAC Members and Metro Executive Leadership Staff, who had provided diabolical opposite opinions of the effectiveness of PSAC. We had also engaged the contract facilitator team; however, they were neutral regarding the topic of effectiveness. In search of an objective and independent perspective, we reached out to the Metro Board staffers. Board staffers often attend PSAC meetings and have independent conversations with members; therefore, we wanted to get an understanding of this group's observations, feedback, and recommendations.

See interview responses below:

Do you think that the PSAC charter should still be guided by the June 2020 and March 2021 Board Motions as written? Or should the PSAC be guided by the issues of public safety that are of greatest concern to the community at this time?

- In general, board policy is very important, but things do change, and adjustments may be appropriate, but the ultimate intent of the original board motion should not be lost sight of.
- A charter should be a living document and change as the perspectives of the public change. The original motion was vague, and it was unclear who the PSAC should report. Other committees are clearly accountable to the Board. With PSAC, it was unclear to whom it should report, is it the Board? The CEO? This needs to be clarified.
- Keeping PSAC grounded in the Board motions is a good idea, but there should be an “evolution” responsive to changing conditions. PSAC should still have input on the law enforcement contracts.
- Direction needs to come from the Board and what they want from PSAC.
- The spirit of the motions from June 2020 is still good, but the seeming chaotic state the transit system is in now is absent from the conversation. The overriding concern should be the safety of the people in the system. I have personally witnessed the chaotic state.
- It would seem to be critical that we keep the original motions in mind, but we need to be flexible about current conditions. We want bus drivers on the system to feel safe. Also, PSAC needs to be reminded of its advisory status, and that they are not a policy-making body.
- We formed the PSAC for a specific reason. A major part of that reason was to comment on the law enforcement contracts, and they should stay true to that.
- As to whether this committee should be discussing current crime levels, it should be remembered that this committee was proposed to the Board so it could take a look at on how Metro addresses public safety. However, new things seemed to be getting

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added to their agenda. It was never discussed how long the committee would be around.

- We should stand by the original goals of the PSAC because the key focus of racial justice and racial equity is important.
- I don't think the original areas of focus and the areas of greatest concern to the public today are necessarily mutually exclusive.
- Our office saw 2020 as a reckoning and something that does not just go away. Our office is aware of increasing issues of crime on the bus and rail system, however, our office remains supportive of alternatives to law enforcement, even though we realize this is an awkward position to be in.
- Perhaps both.
- At the end of the day, I believe that there has to be involvement of police professionals on the PSAC, but PSAC does not appear to have representation of professional police professionals on their committee.

From a Board perspective, what are the strengths of the current PSAC committee, and what opportunities are there for improvement?

- Metro is not a public safety organization but has much power in shaping public safety in Los Angeles. When riding a bus or train, there is a certain intimacy that you experience that you don't experience when you are in an open space, such as when walking on the sidewalk.
- LAPD and the Sherriff both have citizen oversight commissions. Metro needs its own version of a citizen's oversight commission over public safety.
- PSAC should be thought of as something that is institutionalized, not something that is a one-off experiment.
- If the scope of what PSAC is looking at is considered too broad, it needs to be remembered that it was tasked to be that way by Metro.
- PSAC needs a chair; it is not efficient in its current construction.
- PSAC's weakness is its lack of leadership and the profound aversions it has to stepping out and stepping up. PSAC's push for consensus impedes its effectiveness.
- It is refreshing to have PSAC's take because there is a much-lived experience there, but the group needs much support because they must learn Metro's systems and structure along the way.
- Regarding PSAC sometimes being resistant to hearing from Metro staff, this is a hard balance to strike. You either have to provide information beforehand and expect people to study it, or you clearly allot what amount of time can be spent discussing and reviewing something. Board members sometimes have to make decisions with limited information; PSAC needs to be comfortable doing that at times.

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- The budget town hall model could perhaps serve as the guide for Metro staff when they are presenting to PSAC.
- The committee has a very good internal dialogue, it is comfortable, but the challenge is that sometimes it becomes an echo chamber that does not reflect the true position of the public.
- PSAC is really good at talking about current events.
- There does appear to be a lot of back and forth with metro staff at times, to the point that the big picture of what is being discussed is lost.
- A positive is that they are dedicated to making some sort of change.
- A negative is that PSAC sees itself as a decision-making body and not as an advisory body.
- PSAC has a misunderstanding of what its mission is. They are an advisory body, not a policy-making one. Also, they need to be focused on the items on the agenda, and not things that are of personal importance to them. As a committee, they should focus on the big picture, not on minute details.
- A positive is that they are a group of passionate people committed to the job and to the cause.
- A challenge is the make-up of the committee. The viewpoint of the committee is not really representative of the public at large.
- The meetings themselves can be done in 25% of the time that is currently used; there is a lot of wasted time. The facilitation can be improved. The facilitator does not have much influence over the group and doesn't do a very good job of keeping members focused on the agenda. A more assertive facilitator would do a better job with this.
- The Metro board is fairly progressive, but the PSAC is much more so, so perhaps the PSAC needs to align itself with the level of progressiveness of the whole board, and not expect that the whole board will align to PSAC.
- The make-up of this first PSAC was good, but a committee that talks about more than just law enforcement would be helpful. I don't think that changing out all the members is needed, but perhaps broadening out who is on the committee could be helpful.
- A strength is that we have created a space for people whose point of view is generally underrepresented. We have seen recommendations that force metro staff and PSAC to be somewhere between the two positions.
- Concerning the perception that some on the PSAC seem to think that racial equity and racial justice can only be achieved at the expense of law enforcement, this is tricky because some PSAC members do in fact believe in police abolition, so they are not open to reform because in their minds it perpetuates the status quo.
- The feelings of unsafety on the metro system are really more a perception issue. The feelings of disorder, such as the presence of the unhoused and lack of cleanliness, make unsafety seem greater than it actually is. With less ridership, what people are seeing is

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actually just the “baseline,” and it’s just more visible now; it’s not that it is necessarily greater than in the past.

- Labor partners’ voices are not heard as much as they should be; they need to be heard more because they have a stake in the outcomes.
- One of the main strengths of PSAC is creating a safe space where these issues can be discussed. They probe and do not take Metro’s response at face value.
- There does need to be a better process for PSAC to be able to express feelings and concerns and formalize those into something that can be presented.
- There is a need for Metro and PSAC to meet in the middle.
- I have a positive impression of the current facilitator.
- An independent third party as a facilitator is so important because there is so much mistrust between Metro and PSAC.
- For so many years, when people at Metro heard “public safety, they thought that meant more police.
- The board is concerned that there is a perception that black riders are the ones who are singled out by law enforcement.
- There is a way to have eyes on the system that does not involve people carrying firearms.
- PSAC members are riders themselves.
- PSAC brings diversity to the conversation.
- The intent of PSAC was to help the board figure out what to do with the upcoming security contracts. We hoped to gain more tools in the management of these contracts. I wish PSAC would have focused less on removing law enforcement because it was clear the board was not going to do that, but PSAC kept going back to that. Because of this, I think PSAC missed an opportunity to really provide guidance on alternatives to law enforcement.
- I wonder if it’s time to just start over with regard to PSAC; some board members seem amenable to that.
- It just doesn’t seem like the PSAC are partners in figuring out what to do. Do we add new members? I have concerns about PSAC taking up a lot of staff time.
- What is the point of pouring a lot more into it if the board is not going to listen to them anyway?
- I work with activists in my job, but I do not understand why PSAC keeps retrenching back to defunding law enforcement. We need them to help make law enforcement contracts better.
- It seemed as though the board wanted the political cover of PSAC to move forward with the law enforcement RFP, but ultimately PSAC didn’t provide any practical help.
- Metro has the authority in statute to create its own police force, which it should do. You have more direct control, you can direct them, but these conversations never happened.

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- PSAC should consider looking at ridership as a whole, not just through a narrow lens.

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Do you feel the current PSAC committee has been effective in strengthening the public safety for the Metro ridership?

- PSAC takes a framework that has been in the darkness and has been casting light on it.
- PSAC has raised the right questions and has helped the transit ambassador program move forward.
- They have influenced policy, but policy takes a little while to “hit the street.” However, I don’t think the decisions they have made so far have ‘hit the street’ yet.
- No, they have not.
- I have separate meetings with several PSAC members. They have done a lot of work to come up with some ideas, but in other ways, I do not know if they have been all that effective. For example, when PSAC asserted that there should be no funding for law enforcement. This was not realistic and not where the board was at.
- I think if there were another way to appoint the members so that they reflect the board’s values would be good.
- The Facilitators are good, but subcommittees are just too much work. Having the PSAC being more progressive than the board is not altogether a bad thing, because it does challenge the board.
- This question is unfair; PSAC is not there to strengthen public safety, nor have they been given the opportunity to do so.
- I don’t think that it reflects poorly on them that the board has not done everything that has been recommended. They are an advisory committee, after all.
- There may be more efficient ways for PSAC to operate. Perhaps they should meet less frequently.
- No, it has not been effective.
- The benefit of PSAC was not in just bringing in a different voice but in bringing in a pragmatic voice.
- Stephanie brings in a very different perspective, but staff turnover has been an issue. The mandate for PSAC was very broad; it was broad on purpose for political reasons.
- We really do want it to be representative of all riders.
- Without safety, you can’t discuss ridership.

If PSAC were to be reimagined, what would that look like for you?

- Having a consultant run the meetings does not encourage the necessary engagement; in the beginning, it was needed, but now it has become a crutch.
- I think the current PSAC is very focused on figuring out their process, and I don’t think this should be their focus. Either the board or Metro staff should give them their process and what they have to vote on and allow the conversation to go from there.

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- I have noticed that in many meetings; there is confusion about what they are voting on. There seems to be a lot of discussion on the process.
- Having an external facilitator now puts a little too much on the facilitator. Having a rotating chair is more helpful. The group will have more power if it had a chair who speaks for them and who knows that it is part of their responsibility to make sure that protocols are followed.
- Metro needs a functional committee. It needs to be driven by data; it needs to explain how their recommendations would help to improve public safety.
- PSAC needs to be accountable for meeting deadlines.
- PSAC has created a mission and values statement, but other than that, supporters of PSAC have a hard time pointing out the difference PSAC has made. A reimagined PSAC would have more diversity in age and walks of life. Right now, it seems like advocacy groups are overrepresented.
- I wish there were more doses of realism; I would love it if we really didn't need to have police on the system, but that is not the case. PSAC needs to balance idealism with realism.
- It was expected that PSAC would help shake up Metro's status quo model, we didn't want police to be the answer to everything, the board wanted a civilian body that would be providing Metro staff with feedback, and not just it being the board staff who would be providing this feedback.
- When it comes to law enforcement on the system along with alternatives, it is both\and, not either\or. Most board members, 10-13 members, perhaps, share this view. There may be just one or two board members who want to see full defunding of the police.
- PSAC needs to be clear about what situations can truly be handled by non-law enforcement and which cannot.

ADDENDA C

Survey Summary Reports *(PSAC Committee, Metro Staff, and Board Staff)*

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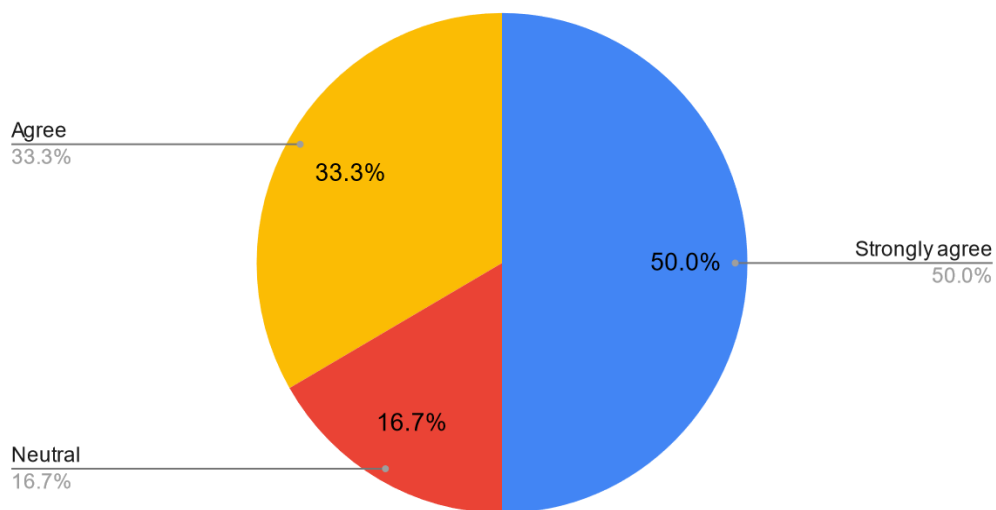
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ADDENDA C

PSAC SELF-ASSESSMENT SURVEY SUMMARY

Below are the summary responses of the PSAC of evaluation questions regarding purpose, structure, and impact.

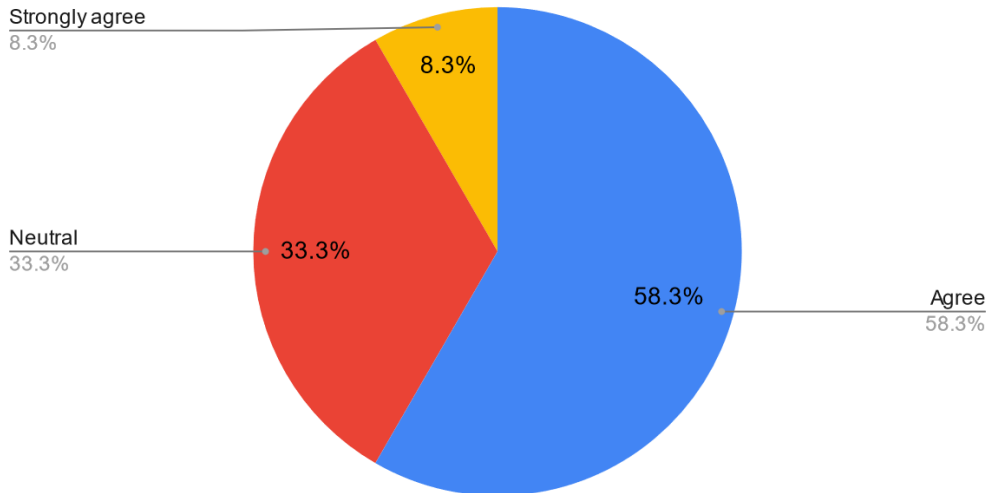
Committee Structure: PSAC members receive relevant and timely information about meeting agendas and logistics.



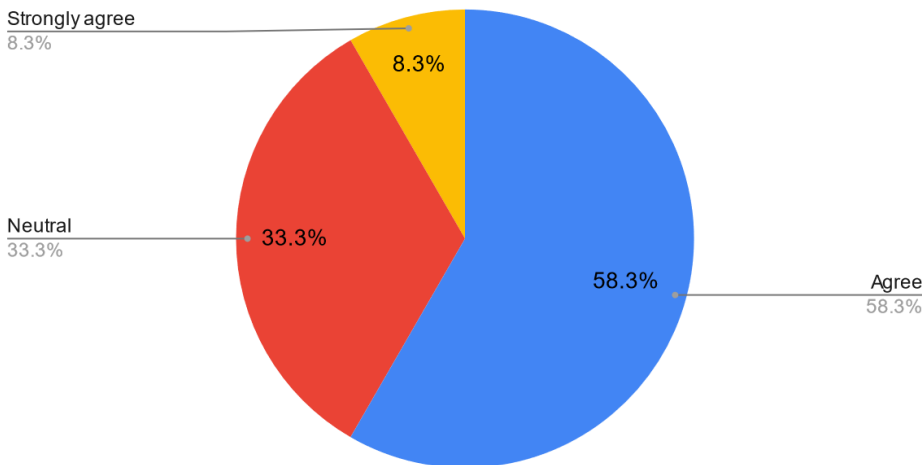
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Committee Structure: The role and responsibilities of PSAC members are clearly defined and understood by all members.



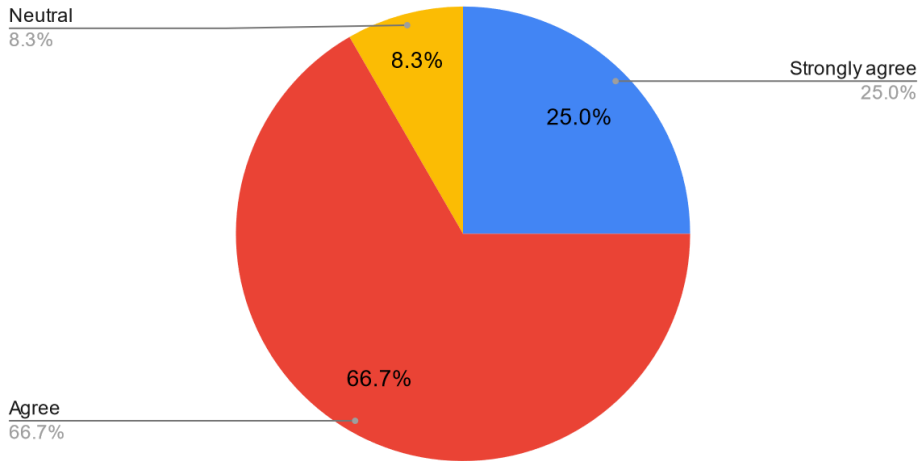
Committee Structure: The role and responsibilities of PSAC members are clearly defined and understood by all members.



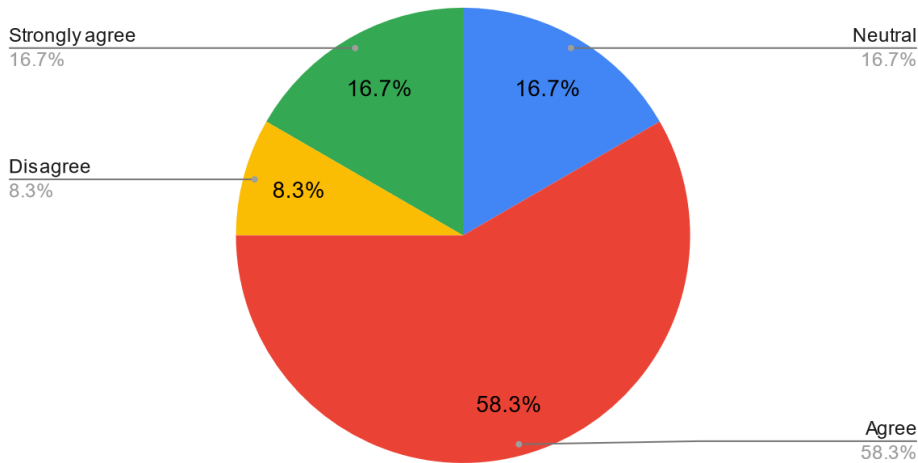
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Committee Structure: PSAC meetings are well organized and planned, and an effective use of time.



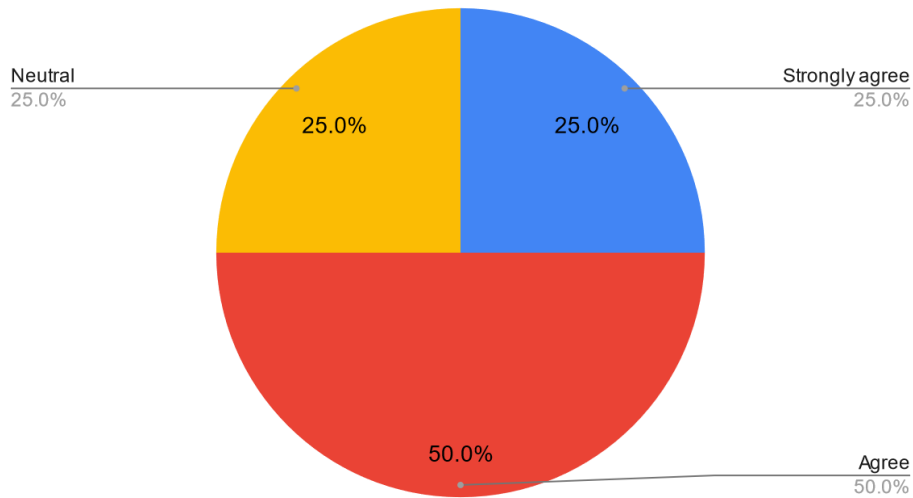
Committee Structure: Presentations by staff at PSAC meetings are data-driven and useful.



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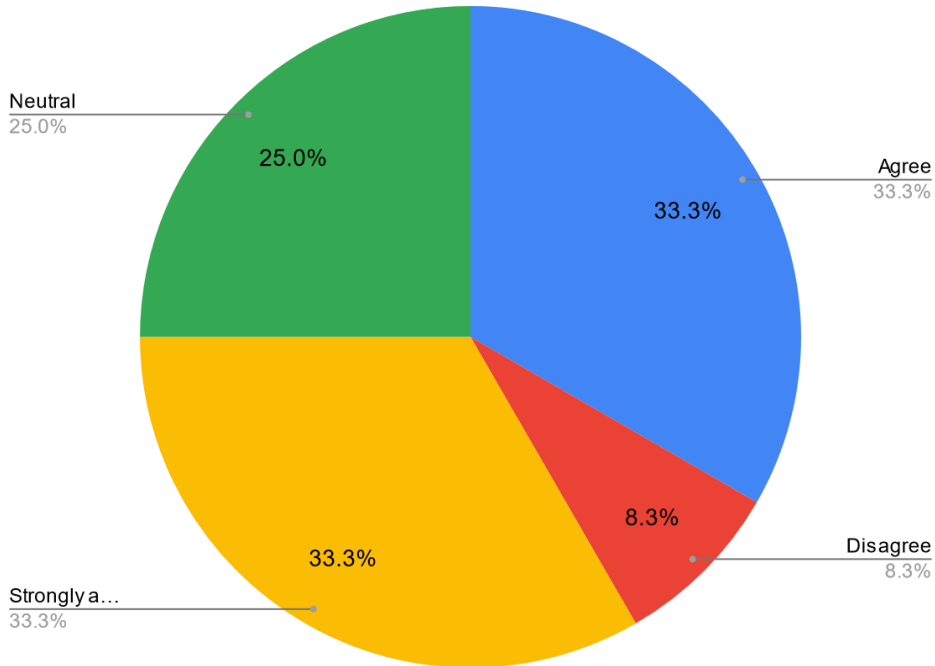
Committee Structure: Communications with Metro staff, Chief Executive, and Board of Directors are done following all duly prescribed protocols.



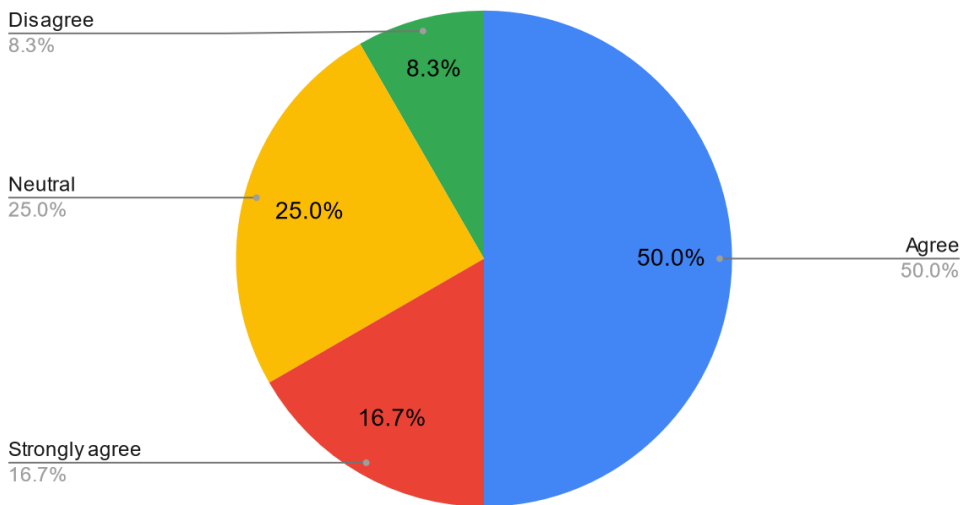
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Committee Composition & Dynamics: PSAC has the right mix of characteristics, backgrounds, experiences, perspectives, and skills necessary to achieve the goals and objectives of the committee in a manner that best serves the public interest.



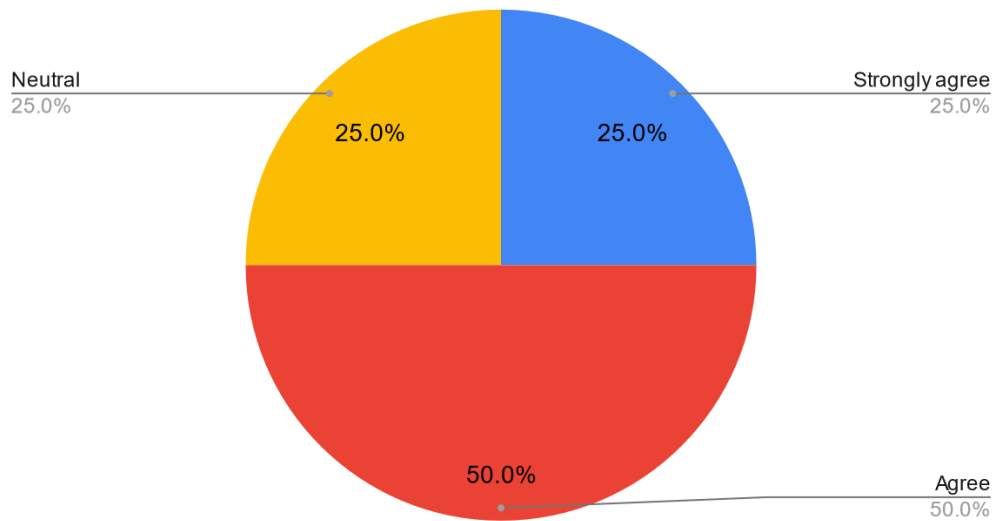
Committee Composition & Dynamics: All members are involved in meeting discussions and decisions.



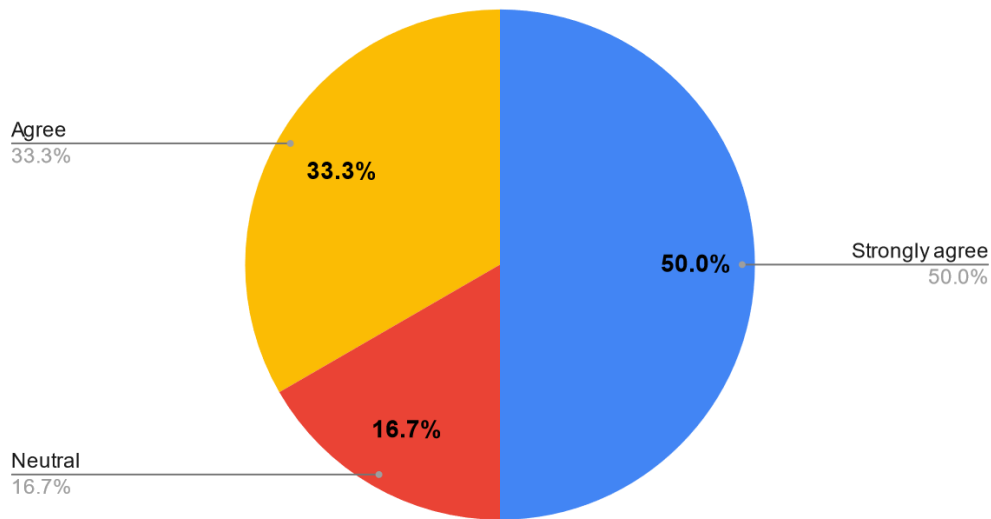
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Committee Composition & Dynamics: Committee deliberations are open and constructive.



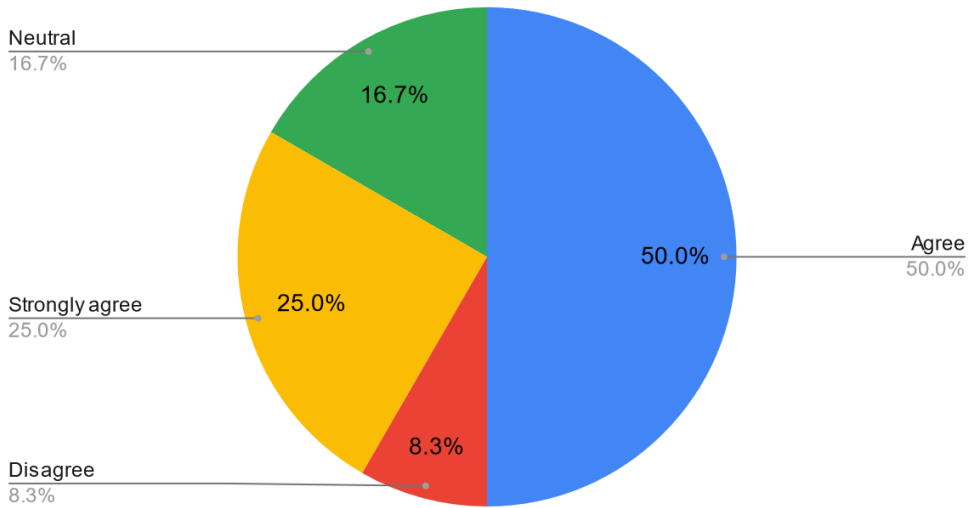
Committee Structure: PSAC members receive relevant and timely information about meeting agendas and logistics.



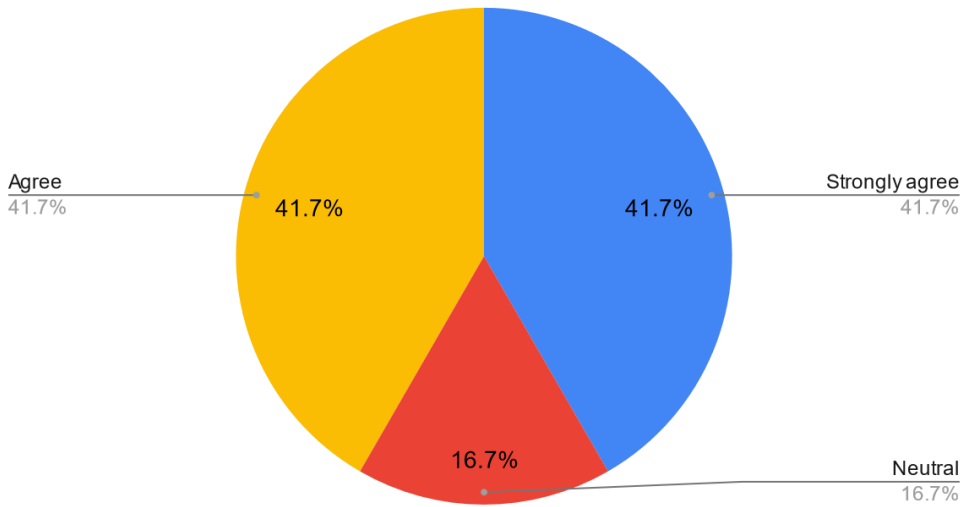
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Committee Composition & Dynamics: Dissenting points of view are respectfully encouraged, discussed, and considered.



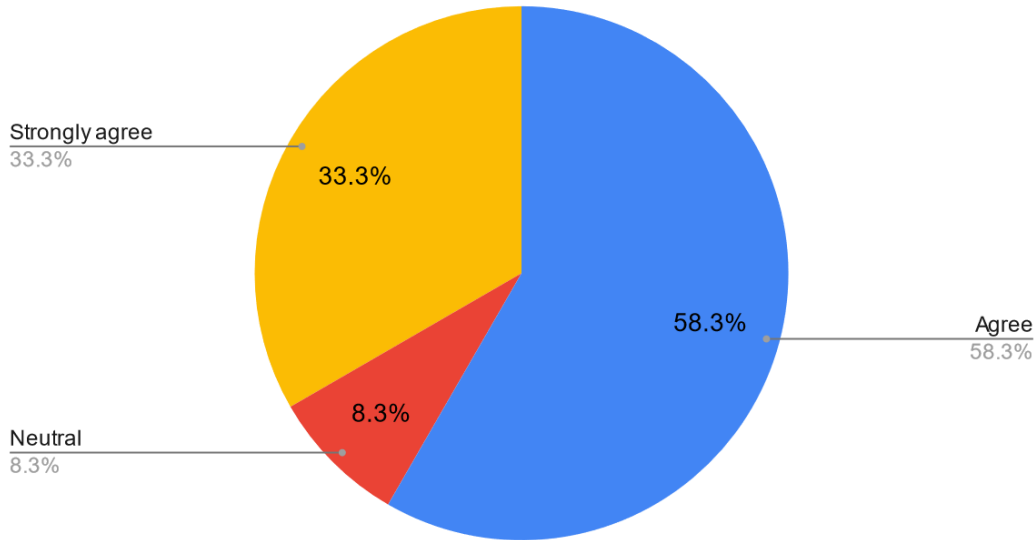
Committee Composition & Dynamics: I feel like I am allowed to express my views freely within PSAC.



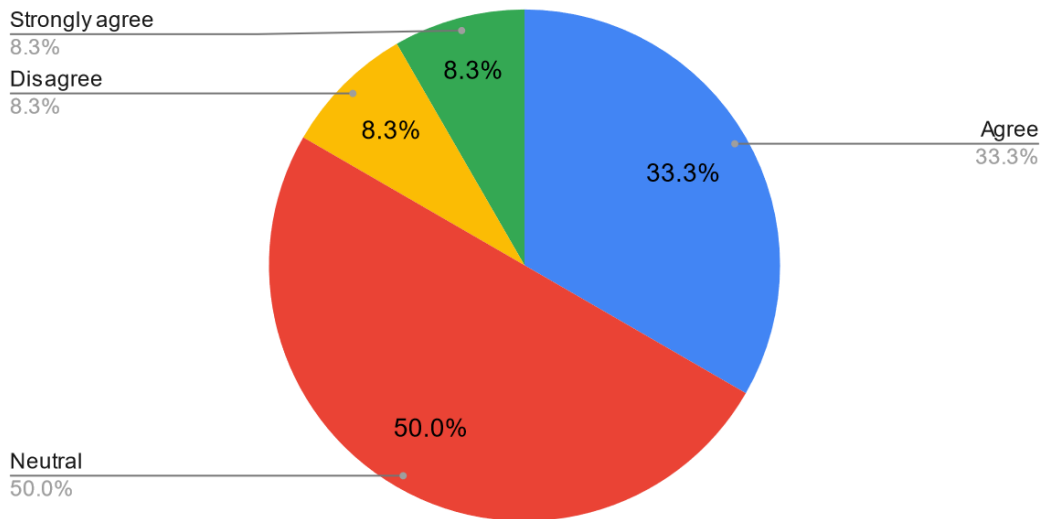
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Committee Composition & Dynamics: I feel like my suggestions have been considered prior to final decisions being made by PSAC.



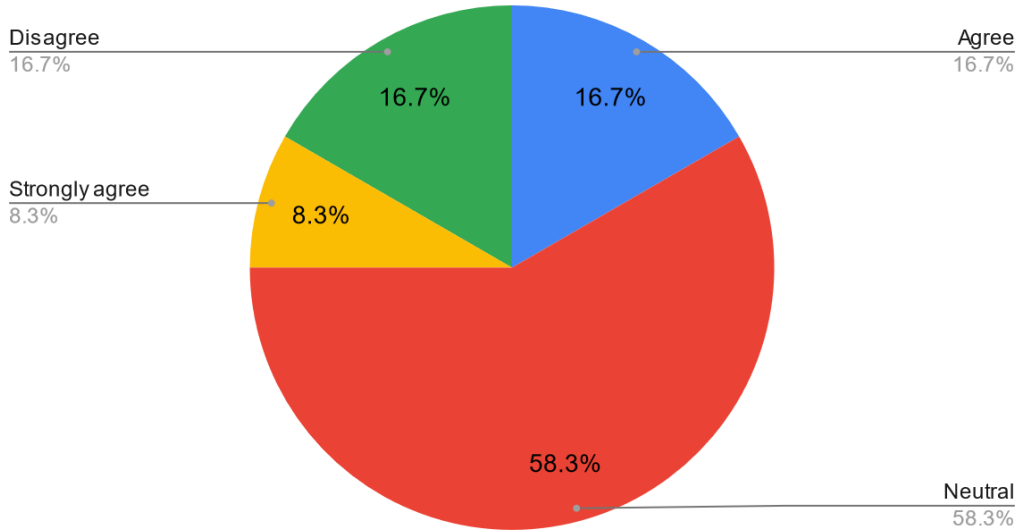
Committee Effectiveness: The PSAC knows and understands the values, mission, and strategic plans of LA METRO related to creating a community-based approach to safety.



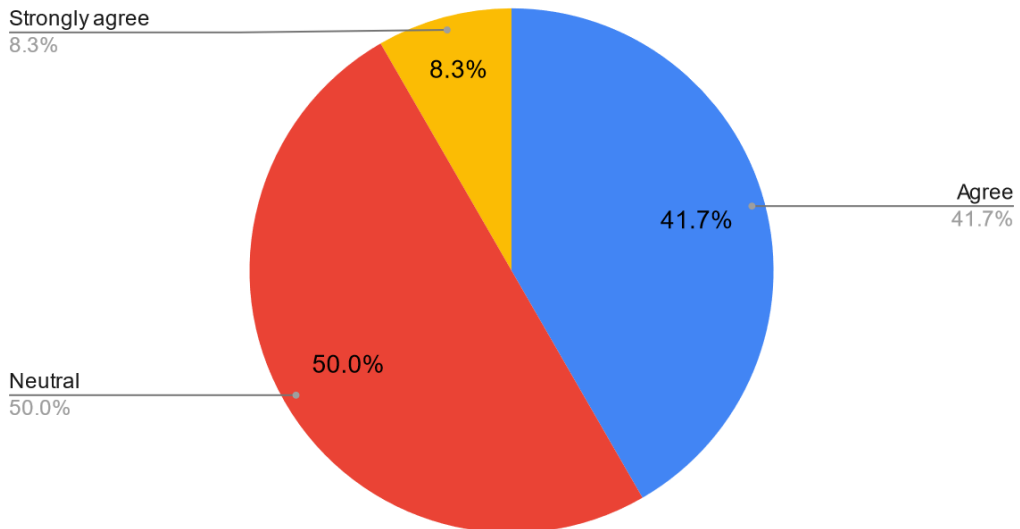
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Committee Effectiveness: PSAC has established clear goals with measurable benchmarks related to its role and mission.



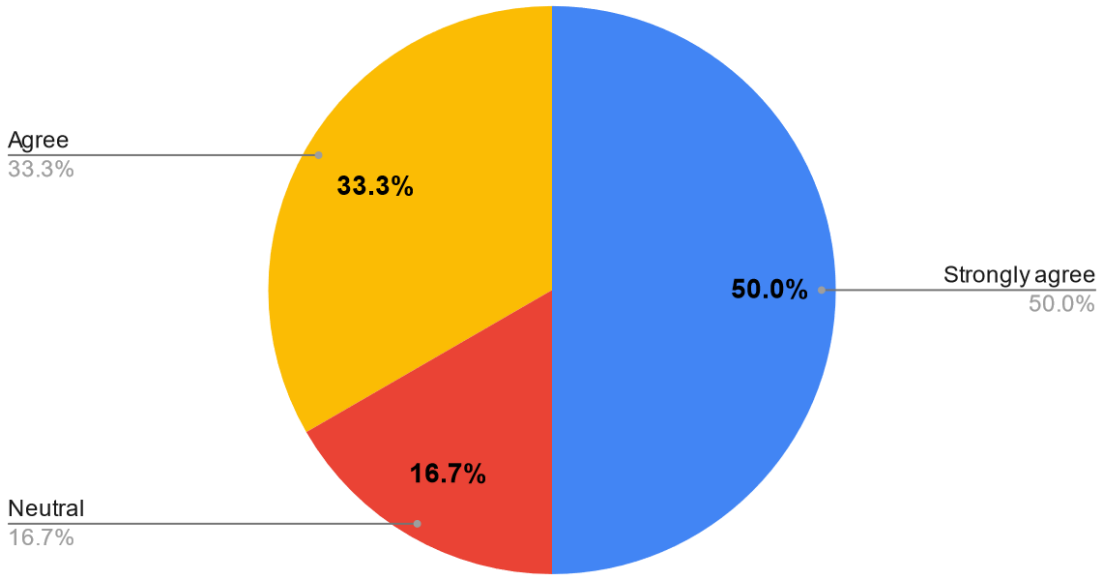
Committee Effectiveness: The PSAC has made measurable progress in one or more of the key areas of interest related to the approved charter.



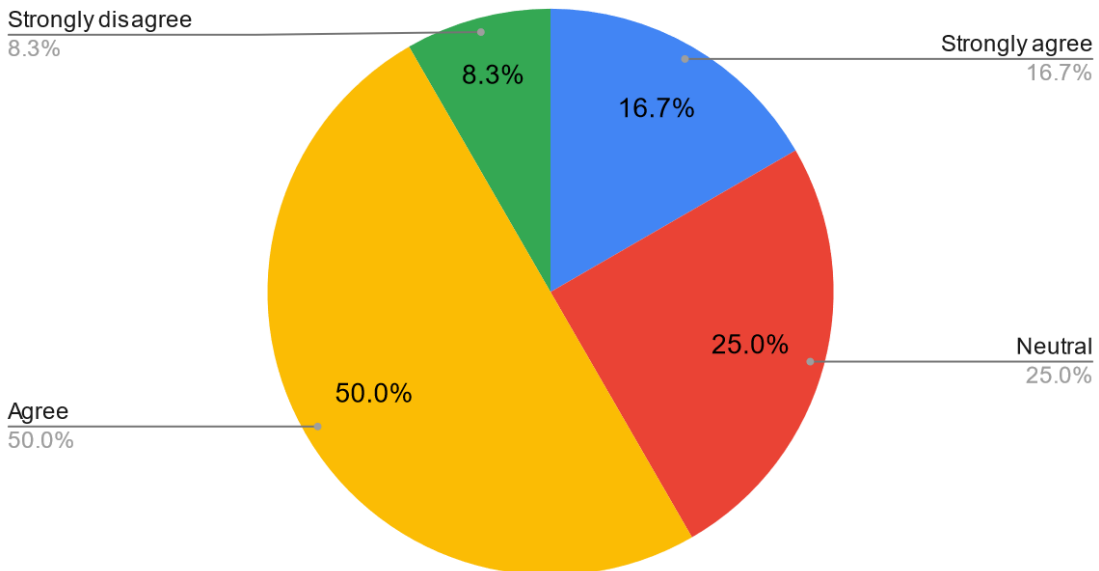
Public Safety Advisory Committee

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Committee Structure: PSAC members receive relevant and timely information about meeting agendas and logistics.



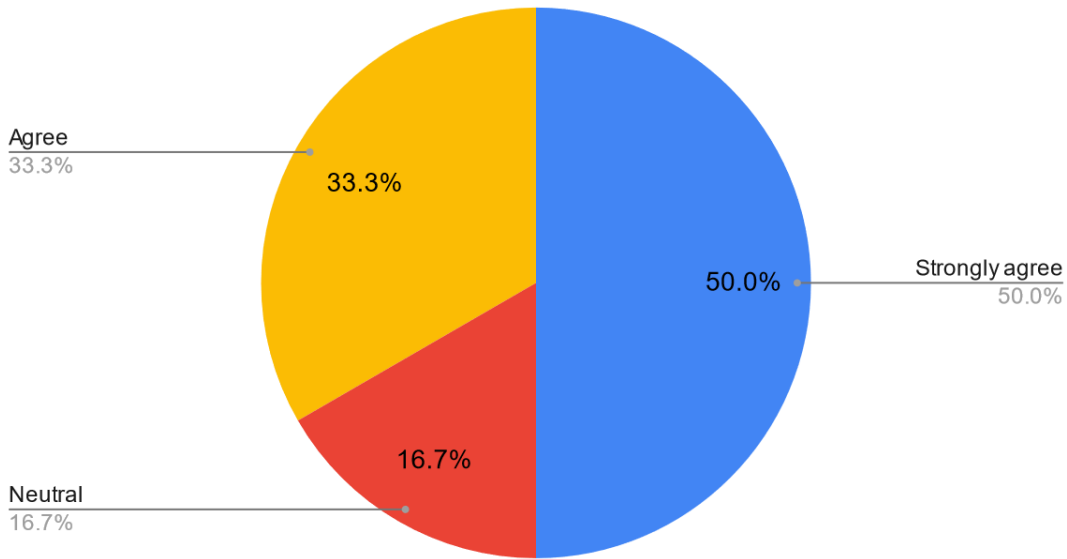
Committee Effectiveness: PSAC is sufficiently attuned to the safety concerns of all riders of LA Metro buses, subways and light rail trains.



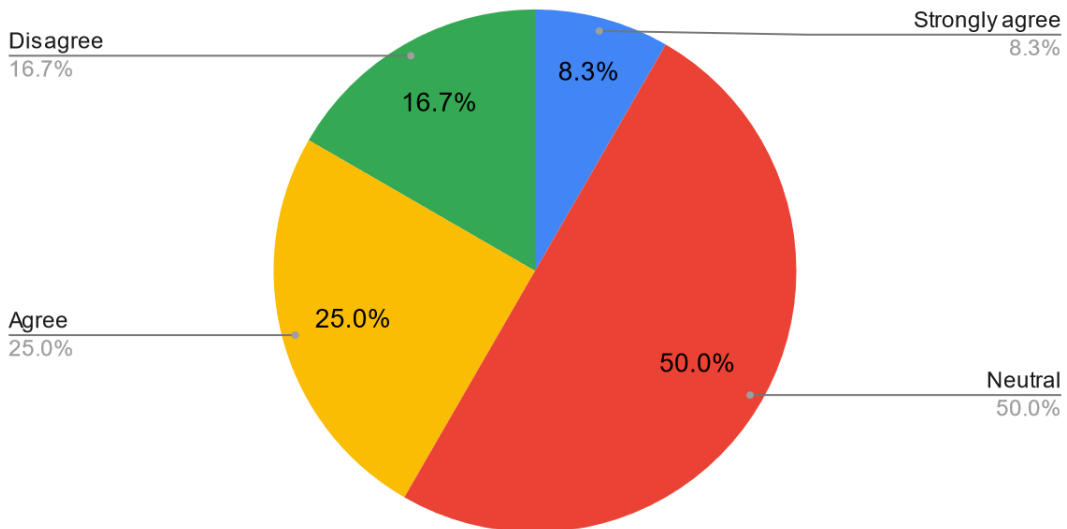
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Committee Structure: PSAC members receive relevant and timely information about meeting agendas and logistics.



Committee Effectiveness: One of the responsibilities of the PSAC is to advise the Board when some of the goals PSAC has been tasked with are not feasible or require reconsideration.



Public Safety Advisory Committee

Impact Evaluation Report

PSAC SELF-ASSESSMENT SURVEY NARRATIVE RESPONSES [ABRIDGED]

Below are the summary responses to the PSAC of evaluation narrative questions regarding purpose, structure, and impact.

What do you consider to be PSAC's greatest strength?

- The mixture of community members and staff have been very beneficial to learning.
- Good discussions.
- The diversity of our PSAC body and that key Metro representatives were regularly present.
- Mutual respect for each other's experiences and opinions.
- Members are very passionate about why they are involved.
- Metro and the community coming together.
- The diversity of viewpoints represented by the committee.
- PSAC was created with a truly diverse group of individuals.
- We have a group that is really interested in fixing the issues of safety.
- The diversity of its members' backgrounds.
- People who care and those who are recipients of diverse experiences.
- Our diverse backgrounds and the fact that we comprise both riders and Metro staff.

Public Safety Advisory Committee

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What is PSAC's greatest opportunity for growth or improvement?

- To understand the complexities of the Metro system...and to implement recommendations that are inclusive.
- Include non-academic persons.
- PSAC is developing "high-level" aspirational policies; however, the real impact is at the ground level... I like that it sounds like Metro is focusing more on the source of the behavior rather than the behavior and making recommendations.
- Transitioning from zoom meetings to in-person meetings...would greatly improve our communication and flow.
- Re-evaluating the approach to the law enforcement contract recommendations and how to tangibly improve law enforcement on Metro is something we could excel at.
- Listen to the frontline Operators.
- The challenge with PSAC is that the work it has to conduct can be quite complicated and detailed, but there isn't enough time or enough resources for PSAC members to engage deeply in it.
- PSAC...spent a great deal of the first year pontificating on the nature of society vs being focused on policy recommendations that will lead to actionable and measurable change.
- I see our group as wanting to continue the work even after the end date of the committee. I think when the CEO came and wanted to give us additional training the group declined it. So I am not sure about the group wanting growth or improvement.
- Use of metro funds to improve metro safety and not dilute funds on social issues that should be addressed by non-governmental agencies.
- The committee is a great start but with time it can become a great creation.
- More time and resources to discuss and develop complex solutions. More support and collaboration with Metro Board and law enforcement agencies.

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What is PSAC doing to improve community-based approaches to public safety?

- The recommendation and hopeful implementation of the ambassador program.
- Nothing so far.
- Having difficult conversations as community members representing different areas/backgrounds and expertise areas. Having Metro staff in the room to understand those perspectives to help inform their day-to-day work.
- Advocacy to improve safety of riders with mental health challenges, disabilities and improving the safety and treatment of people of color on Metro has resulted in the transit ambassador program progressing, the training standards increasing for contracted security and other personnel.
- Exposure.
- Beyond making recommendations that don't appear to be headed by staff, it's not altogether clear.
- PSAC has created good dialogue around serving people experiencing homelessness. PSAC gives Metro a diverse lens.
- I think what we are looking for is honest data and community review. We want to see a partnership between Metro and the communities it serves.
- Dialogue on issues relating to metro.
- PSAC has a human approach that hopes to make everyone feel and know that they are valued and that their safety is a priority.
- We are doing our best to bring in community stakeholders... to get the most comprehensive view of the current state of public safety on Metro, as well as identify what our riders' and drivers' greatest needs are at this time.

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Please describe the best thing about serving as a PSAC member.

- It has been a great learning experience especially hearing from the drivers and staff.
- Nice people.
- Working towards making transit safer and more welcoming for all riders and operators.
- Contributing to the foundation of the transit ambassador program.
- More opportunities to get involved with safety issues.
- Access to important and useful information about Metro projects and governance.
- I can ensure people in the many communities I represent have a voice at the table.
- I feel as if my community's voice was heard.
- Been able to share the reality of metro problems from a front-line employee.
- The expression of gratitude for giving insight from voices that are rarely called on or feel invaluable.
- The general public has often criticized it, but the way our committee has generally evaluated our transit infrastructure from a social justice framework lens has been valuable.

Please provide any additional insight you may want to offer related to the structure, operations, and impact of PSAC.

- This committee needs a ten-year window of commitment with a change of committee members every three but the... greatest asset that Metro chose was to have blended committee and drivers/staff to challenge each other for the safety of us all.
- I do think we should try and do in-person meetings that rotate to different locations around LA County, to also encourage more members of the public to join.
- PSAC in my opinion is something needed long-term. We were able to start this but the process is not over by any means, new initiatives will be needed and public safety needs to continue to evolve and involve the community.

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- All is well.
- The most important thing for staff to figure out is whether PSAC will continue to operate. Staff has to inform PSAC, the Board, and the public whether they will continue to host PSAC, and what they envision PSAC will accomplish.
- I would like to see more discussion of ways art, placemaking, and environmental stewardship can be solutions to public safety.
- I think what our committee lacks was the perspective from one who actually does law enforcement on Metro. It would have been productive to hear what they think works and what doesn't. It just seemed like a voice was missing at the table.
- We should focus on being flexible to address the increase in societal crime and the need to increase police presence and as things improve implement alternatives to policing.
- The ideas I have and the help I can offer have no limits. But someone has to want to hear them voiced or expressed

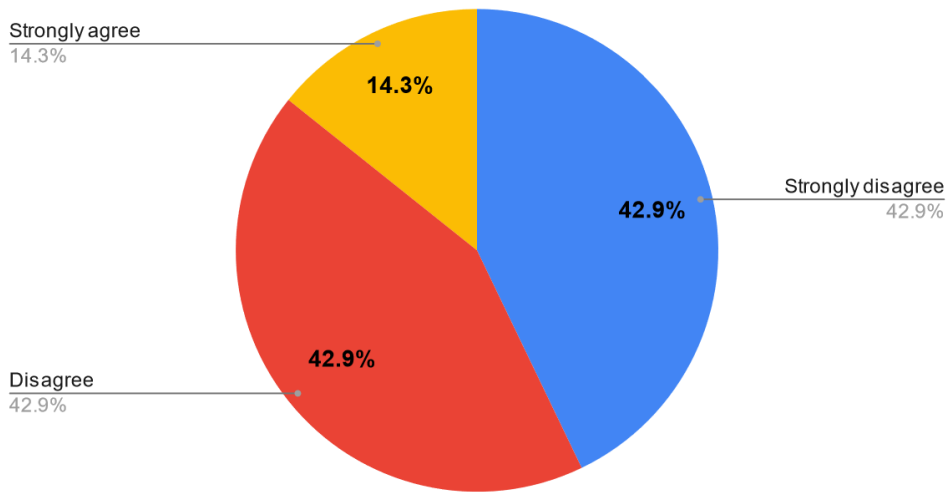
Public Safety Advisory Committee

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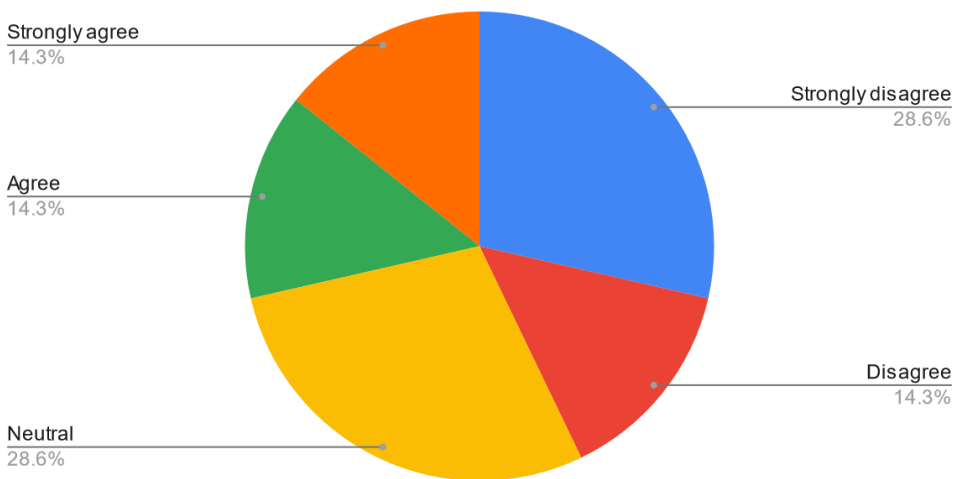
PSAC ASSESSMENT SURVEY SUMMARY- METRO MANAGEMENT

Below are the summary responses of the PSAC of evaluation questions regarding purpose, structure, and impact of Metro leadership staff.

PSAC Structure and Impact: PSAC has the right mix of characteristics, backgrounds, experiences, perspectives, and skills necessary to achieve the goals and objectives of the committee in a manner that best serves the public interest. effective lecturer/demonstrator.



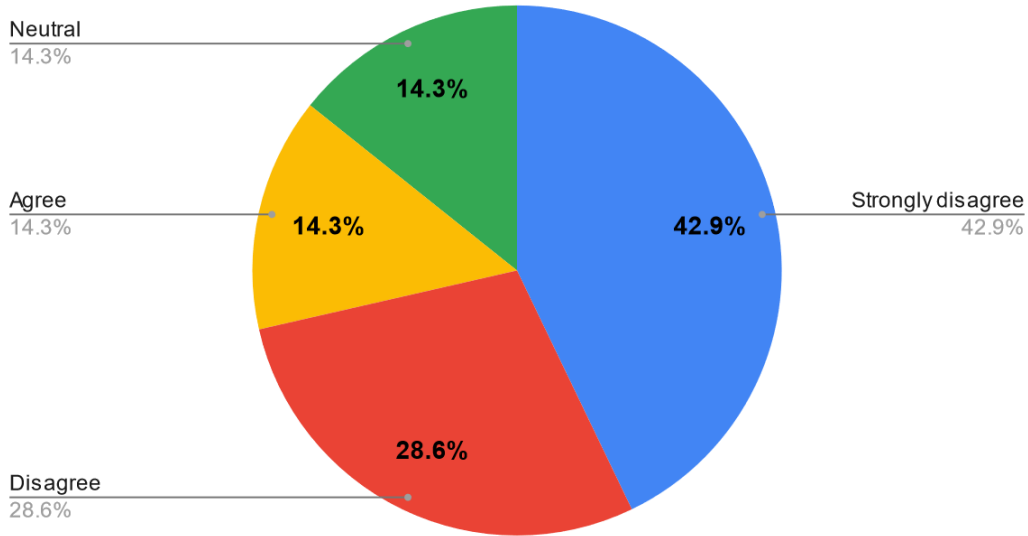
PSAC Structure and Impact: The PSAC knows and understands the values, mission, and strategic plans of LA METRO related to creating a community-based approach to safety.



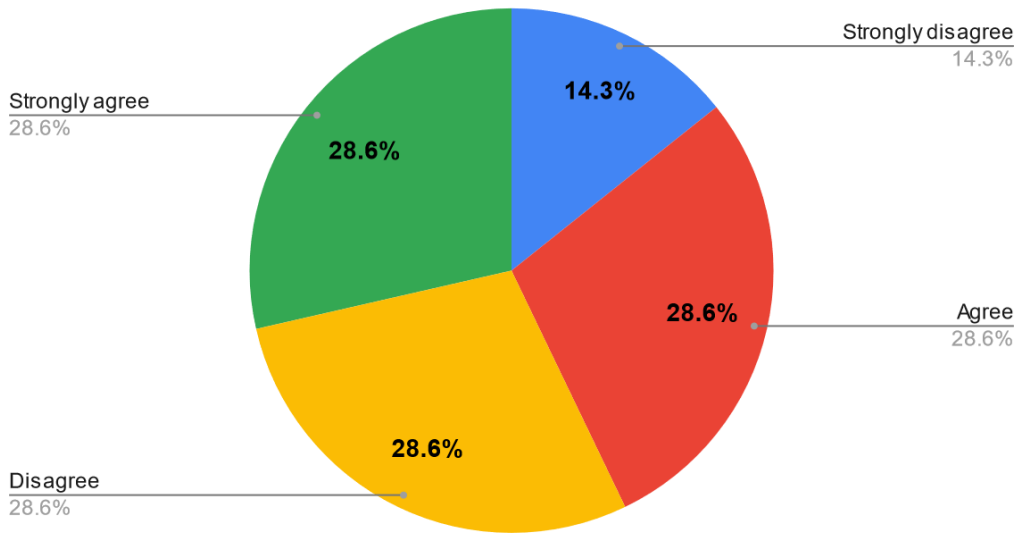
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PSAC Structure and Impact: The PSAC has established clear goals with measurable benchmarks related to its role and mission.



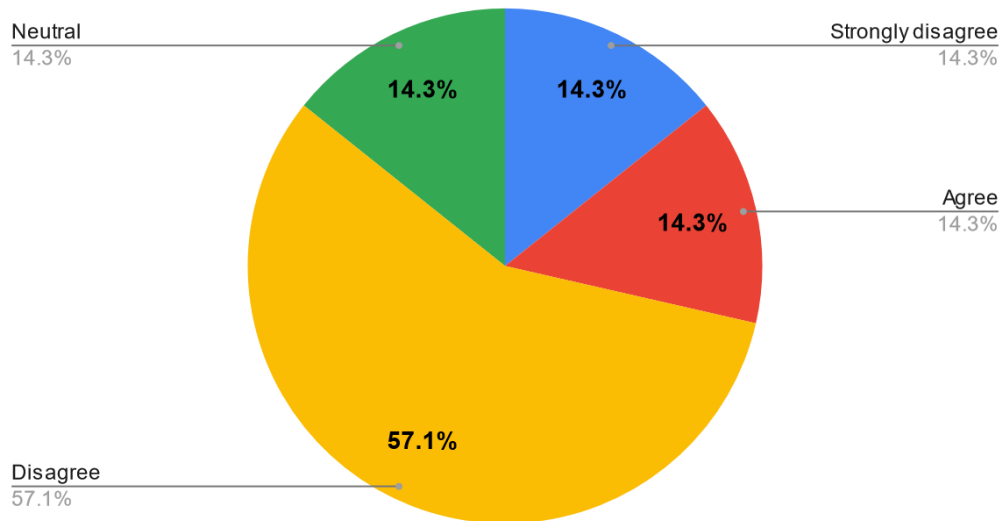
PSAC Structure and Impact: The PSAC has made measurable progress in one or more of the key areas of interest related to the approved charter.



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PSAC Structure and Impact: PSAC is sufficiently attuned to the safety concerns of all riders of LA Metro buses, subways and light rail trains.



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METRO EXECUTIVE LEADERSHIP SURVEY NARRATIVE RESPONSES [ABRIDGED]

What do you consider to be PSAC's greatest strength?

- It's Charter.
- PSAC includes many voices...Together they challenge Metro to think outside of the box and act urgently and equitably to improve safety for all riders.
- Their commitment and interest in being part of the reimagining public safety conversation.
- Some members truly care about safety, our employees and riders. We have received good feedback on messaging the code of conduct during one meeting where ideas were shared.
- Perspective
- Passionate people.
- In theory, PSAC's strength would be that it would provide Metro with the necessary public voice in the development of a truly effective transformational safety program. In the current PSAC structure, I would find it difficult to find a strength.

What is PSAC's greatest opportunity for growth or improvement?

- New membership and elected officers.
- There's a lack of trust in the agency that we haven't been able to overcome...instead of striving towards their goal and considering compromises along the way as we realistically consider what's possible, they aren't able to compromise on some key issues.
- Recognizing the safety concerns that are regularly brought up by callers during their public meetings and feedback provided by employees.

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- It does not appear most PSAC members want to discuss issues or advise...They don't focus on an issue presented.
- Getting organized and defining clear goals that align more closely with the agency's vision 2028 and CEO priorities.
- Better collaboration with metro staff.
- To establish and understand roles and responsibilities. More diversity of perspectives on the council that has voting roles, unconscious bias training for participants.

What is PSAC doing to improve community-based approaches to public safety?

- PSAC's vote to remove law enforcement without consideration of the impact to the community is evidence of flawed reasoning and an anti-policing sentiment without any legitimate LA Metro case, history, pattern, or incident to warrant this position.
- Working to uplift voices that have seldom been heard when it comes to public safety or other aspects of public life. It's uncomfortable for Metro, but they are pushing conversations that need to be had to provide unbiased public safety.
- Sharing their lived experiences of public safety and providing insight on the various safety tools that can help riders feel safe when using the Metro system.
- It is unclear.
- Sharing their experiences
- Advocating for more presence on the system by community organizations

Please provide any additional insight you may want to offer related to the structure, operations, and impact of PSAC.

- The facilitation seemed skewed against Metro...PSAC appeared to be more of a platform to advance positions and opinions of political entities...rather than listening to customers and employees about their needs to feel safe on the LA Metro transit system.

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- The vision for PSAC was ambitious given the time constraints...the timeline...seemed too short to accomplish all that they were expected to do. Trust was a challenge. An initiative like PSAC needs sufficient time, trust building, and strategic thinking to be successful.
- Tighter facilitation of meetings to allow respectful...dialogue between Metro staff and PSAC. Representation of security and/or law enforcement experts in the PSAC membership...Prioritize topics in PSAC's purview in order to meet deadlines.
- Moderating in a way that was discussion-based vs allowing members to vent about things that are not on the agenda.
- Need structure and to build trust with Metro.
- There is no dialogue with PSAC and no collaboration. I do not feel like the meetings are useful or helpful in advancing change.

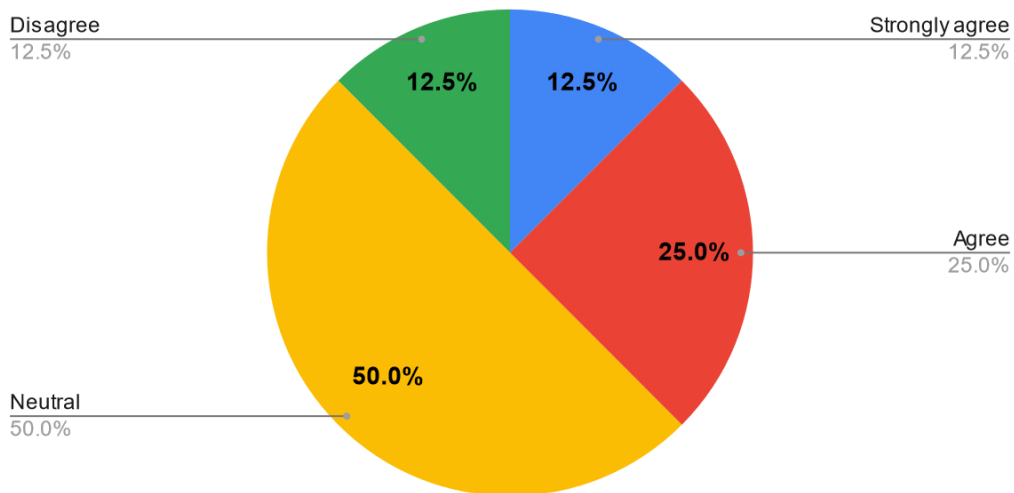
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PSAC ASSESSMENT SURVEY SUMMARY- BOARD STAFF REPRESENTATIVES

Below are the summary responses to the PSAC of evaluation questions regarding the purpose, structure, and impact of Board staff.

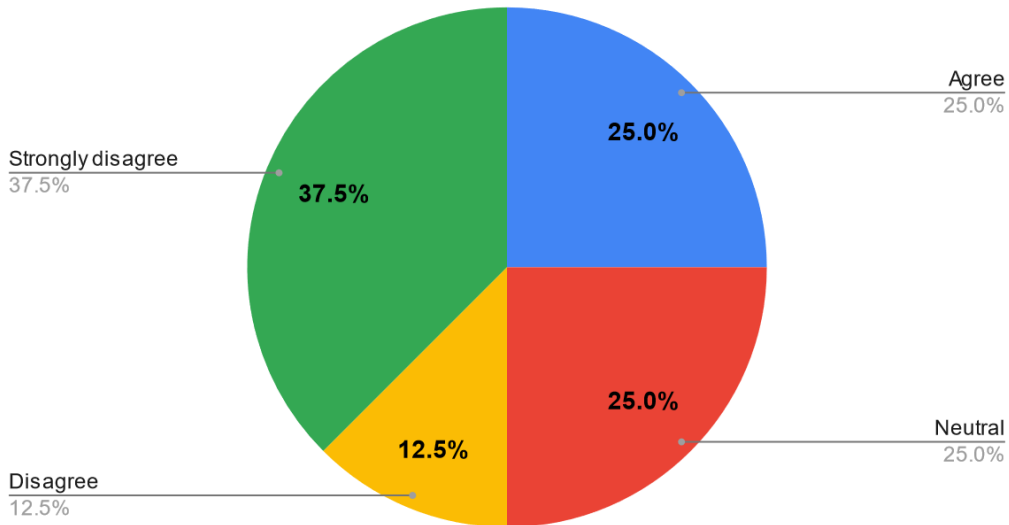
PSAC Structure and Impact: The PSAC knows and understands the values, mission, and strategic plans of LA METRO related to creating a community-based approach to safety.



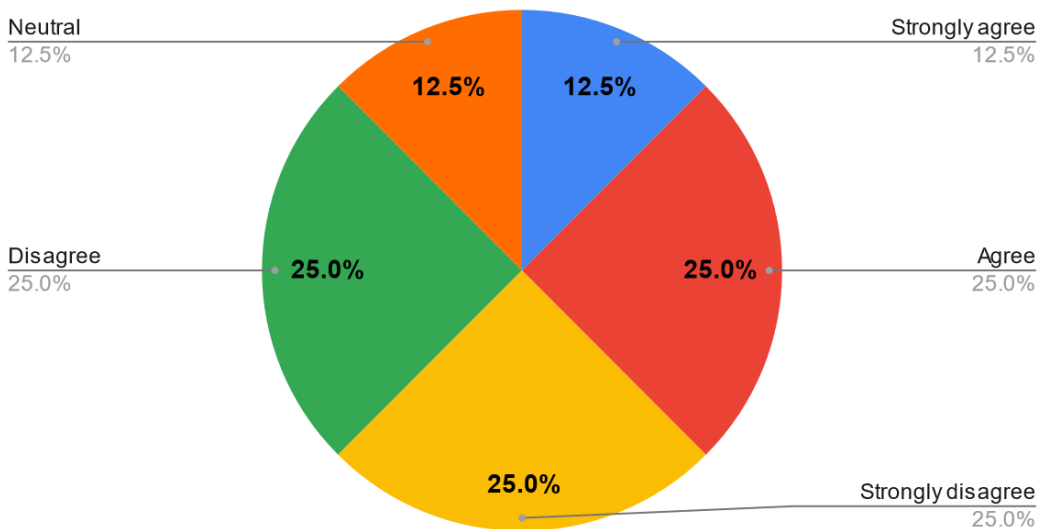
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PSAC Structure and Impact: The PSAC has established clear goals with measurable benchmarks related to its role and mission.



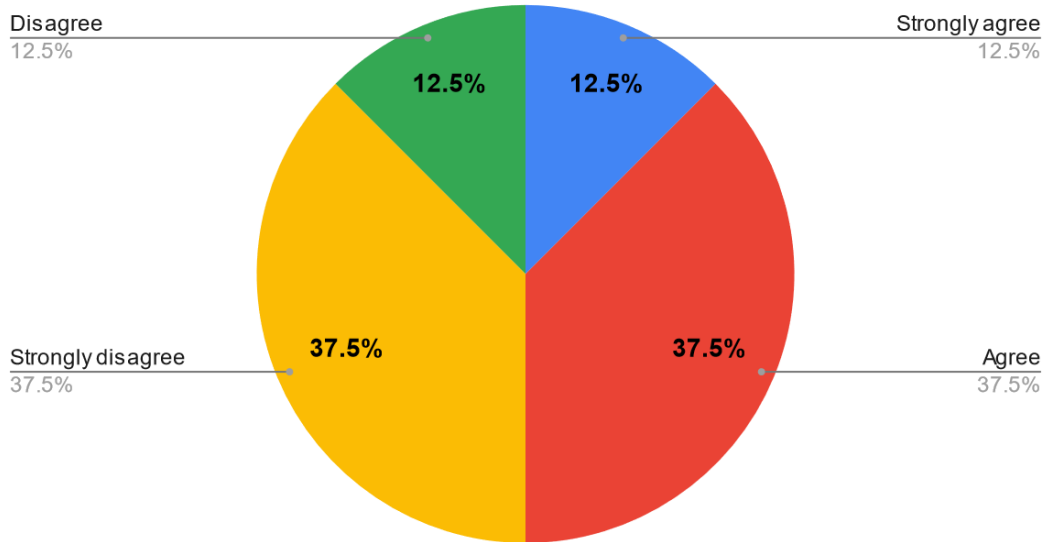
PSAC Structure and Impact: PSAC has the right mix of characteristics, backgrounds, experiences, perspectives, and skills necessary to achieve the goals and objectives of the committee in a manner that best serves the public interest. effective lecturer/demonstrator.



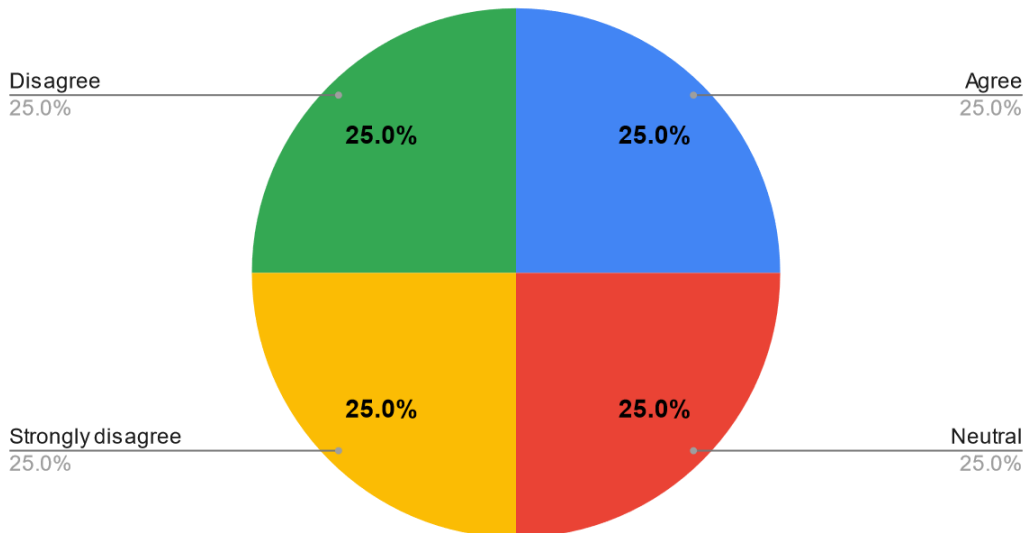
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PSAC Structure and Impact: PSAC is sufficiently attuned to the safety concerns of all riders of LA Metro buses, subways and light rail trains.



PSAC Structure and Impact: The PSAC has made measurable progress in one or more of the key areas of interest related to the approved charter.



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Comments from Metro Board staff representatives based on survey results and individual interviews

Do you think that the PSAC charter should still be guided by the June 2020 and March 2021 Board Motions as written? Or should the PSAC be guided by the issues of public safety that are of greatest concern to the community at this time?

- In general, board policy is very important, but things do change, and adjustments may be appropriate, but the ultimate intent of the original board motion should not be lost sight of.
- A charter should be a living document and change as the perspectives of the public change. The original motion was vague, and it was unclear who the PSAC should report. Other committees are clearly accountable to the Board. With PSAC, it was unclear to whom it should report. Is it the Board? The CEO? This needs to be clarified.
- Keeping PSAC grounded in the Board motions is a good idea, but there should be an “evolution” responsive to changing conditions. PSAC should still have input on the law enforcement contracts.

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- Direction needs to come from the Board and what they want from PSAC.
- The spirit of the motions from June 2020 is still good, but the seeming chaotic state of the transit system is absent from the conversation. The overriding concern should be the safety of the people in the system. I have personally witnessed the chaotic state.
- It would seem to be critical that we keep the original motions in mind, but we need to be flexible about current conditions. We want bus drivers on the system to feel safe. Also, PSAC needs to be reminded of their advisory status and that they are not a policy-making body.
- We formed the PSAC for a specific reason. A major part of that reason was to comment on the law enforcement contracts, and they should stay true to that.
- As to whether this committee should be discussing current crime levels, it should be remembered that this committee was proposed to the Board so it could take a look at how Metro addresses public safety. However, new things seemed to be getting added to their agenda. It was never discussed how long the committee would be around.
- We should stand by the original goals of the PSAC because the key focus of racial justice and racial equity is important.
- I don't think the original areas of focus and the areas of greatest concern to the public today are necessarily mutually exclusive.
- Our office saw 2020 as a reckoning and something that does not just go away. Our office is aware of increasing issues of crime on the bus and rail system; however our office remains supportive of alternatives to law enforcement, even though we realize this is an awkward position to be in.
- Perhaps both.
- At the end of the day, I believe that there has to be involvement of police professionals on the PSAC, but PSAC does not appear to have representation of professional police professionals on their committee.
- Metro is not a public safety organization but has much power in shaping public safety in Los Angeles. When riding a bus or train, there is a certain intimacy that you experience that you don't experience when you are in an open space, such as when walking on the sidewalk.

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- LAPD and the Sherriff both have citizen oversight commissions. Metro needs its own version of a citizen's oversight commission over public safety.
- PSAC should be thought of as something that is institutionalized, not something that is one-off experiment.
- If the scope of what PSAC is looking at is considered too broad, it needs to be remembered that it was tasked to be that way by Metro.
- PSAC needs a chair; it is not efficient in its current construction.
- PSAC's weakness is its lack of leadership and the profound aversions it has to stepping out and stepping up. PSAC's push for consensus impedes its effectiveness.
- It is refreshing to have PSAC's take because there is much-lived experience there, but the group needs much support because they must learn Metro's systems and structure along the way.
- Regarding PSAC sometimes being resistant to hearing from Metro staff, this is a hard balance to strike. You either have to provide information beforehand and expect people to study it, or you clearly allot what amount of time can be spent discussing and reviewing something. Board members sometimes have to make decisions with limited information; PSAC needs to be comfortable doing that at times.
- The budget town hall model could perhaps serve as the guide for Metro staff when they are presenting to PSAC.
- The committee has a very good internal dialogue, it is comfortable, but the challenge is that sometimes it becomes an echo chamber that does not reflect the true position of the public.
- PSAC is really good at talking about current events.
- There does appear to be a lot of back and forth with metro staff at times, to the point that the big picture of what is being discussed is lost.
- A positive is that they are dedicated to making some sort of change.
- A negative is that PSAC sees themselves as a decision-making body and not as an advisory body.
- PSAC has a misunderstanding of what their mission is. They are an advisory body, not a policymaking one. Also, they need to be focused on the items on the agenda, and not things

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that are of personal importance to them. As a committee, they should focus on the big picture, not on minute details.

- A positive is that they are a group of passionate people committed to the job and to the cause.
- A challenge is the make-up of the committee. The viewpoint of the committee is not really representative of the public at large.
- The meetings themselves can be done in 25% of the time that is currently used; there is a lot of wasted time. The facilitation can be improved. The facilitator does not have much influence over the group and doesn't do a very good job of keeping members focused on the agenda. A more assertive facilitator would do a better job with this.
- The Metro board is fairly progressive, but the PSAC is much more so, so perhaps the PSAC needs to align itself with the level of progressiveness of the whole board, and not expect that the whole board will align to PSAC.
- The make-up of this first PSAC was good, but a committee that talks about more than just law enforcement would be helpful. I don't think that changing out all the members is needed, but perhaps broadening out who is on the committee could be helpful.
- A strength is that we have created a space for people whose point of view is generally underrepresented. We have seen recommendations that force metro staff and PSAC to be somewhere between the two positions.
- Concerning the perception that some on the PSAC seem to think that racial equity and racial justice can only be achieved at the expense of law enforcement, this is tricky because some PSAC members do in fact believe in police abolition, so they are not open to reform because in their minds it perpetuates the status quo.
- The feelings of unsafety on the metro system are really more a perception issue. The feelings of disorder, such as the presence of the unhoused and lack of cleanliness, make unsafety seem greater than it actually is. With less ridership, what people are seeing is actually just the "baseline," and it's just more visible now; it's not that it is necessarily greater than in the past.
- Labor partners' voices are not heard as much as they should be; they need to be heard more because they have a stake in the outcomes.
- One of the main strengths of PSAC is creating a safe space where these issues can be discussed. They probe and do not take Metro's response at face value.

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- There does need to be a better process for PSAC to be able to express feelings and concerns and formalize those into something that can be presented.
- There is a need for Metro and PSAC to meet in the middle.
- I have a positive impression of the current facilitator.
- An independent third party as a facilitator is so important because there is so much mistrust between Metro and PSAC.
- For so many years, when people at Metro heard “public safety, they thought that meant more police.
- The board is concerned that there is a perception that black riders are the ones who are singled out by law enforcement.
- There is a way to have eyes on the system that does not involve people carrying firearms
- PSAC members are riders themselves.
- PSAC brings diversity to the conversation
- The intent of PSAC was to help the board figure out what to do with the upcoming security contracts. We hoped to gain more tools in the management of these contracts. I wish PSAC would have focused less on removing law enforcement because it was clear the board was not going to do that, but PSAC kept going back to that. Because of this, I think PSAC missed an opportunity to really provide guidance on alternatives to law enforcement.
- I wonder if it’s time to just start over with regard to PSAC; some board members seem amenable to that.
- It just doesn’t seem like the PSAC are partners in figuring out what to do. Do we add new members? I have concerns about PSAC taking up a lot of staff time.
- What is the point of pouring a lot more into it if the board is not going to listen to them anyway?
- I work with activists in my job, but I do not understand why PSAC keeps retrenching back to defunding law enforcement. We need them to help make law enforcement contracts better.

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- It seemed as though the board wanted the political cover of PSAC to move forward with the law enforcement RFP, but ultimately PSAC didn't provide any practical help.
- Metro has the authority in statute to create its own police force, which it should do. You have more direct control, you can direct them, but these conversations never happen.
- PSAC should consider looking at ridership as a whole, not just through a narrow lens.

Do you feel the current PSAC committee has been effective in strengthening the public safety for the Metro ridership?

- PSAC takes a framework that has been in the darkness and has been casting light on it.
- PSAC has raised the right questions and has helped the transit ambassador program move forward.
- They have influenced policy, but policy takes a little while to "hit the street." However, I don't think the decisions they have made so far have 'hit the street' yet.
- No, they have not.
- I have separate meetings with several PSAC members. They have done a lot of work to come up with some ideas, but in other ways, I do not know if they have been all that effective. For example, when PSAC asserted that there should be no funding for law enforcement. This was not realistic and not where the board was at.
- I think if there were another way to appoint the members so that they reflect the board's values would be good.
- The Facilitators are good, but subcommittees are just too much work. Having the PSAC being more progressive than the board is not altogether a bad thing, because it does challenge the board.
- This question is unfair; PSAC is not there to strengthen public safety, nor have they been given the opportunity to do so.
- I don't think that it reflects poorly on them that the board has not done everything that has been recommended. They are an advisory committee, after all.
- There may be more efficient ways for PSAC to operate. Perhaps they should meet less frequently.

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- No, it has not been effective.
- The benefit of PSAC was not in just bringing in a different voice but in bringing in a pragmatic voice.
- Stephanie brings in a very different perspective, but staff turnover has been an issue. The mandate for PSAC was very broad; it was broad on purpose for political reasons.
- We really do want it to be representative of all riders.

If PSAC were to be reimaged, what would that look like for you?

- Without safety, you can't discuss ridership.
- Having a consultant run the meetings does not encourage the necessary engagement; in the beginning, it was needed, but now it has become a crutch.
- I think the current PSAC is very focused on figuring out their process, and I don't think this should be their focus. Either the board or Metro staff should give them their process and what they have to vote on and allow the conversation to go from there.
- I have noticed that in many meetings; there is confusion about what they are voting on. There seems to be a lot of discussion on the process.
- Having an external facilitator now puts a little too much on the facilitator. Having a rotating chair is more helpful. The group will have more power if it had a chair who speaks for them and who knows that it is part of their responsibility to make sure that protocols are followed.
- Metro needs a functional committee. It needs to be driven by data; it needs to explain how their recommendations would help to improve public safety.
- PSAC needs to be accountable for meeting deadlines.
- PSAC has created a mission and values statement, but other than that, supporters of PSAC have a hard time pointing out the difference PSAC has made. A reimaged PSAC would have more diversity in age and walks of life. Right now, it seems like advocacy groups are overrepresented.

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- I wish there were more doses of realism; I would love it if we really didn't need to have police on the system, but that is not the case. PSAC needs to balance idealism with realism.
- It was expected that PSAC would help shake up Metro's status quo model; we didn't want police to be the answer to everything; the board wanted a civilian body that would be providing Metro staff with feedback and not just it being the board staff who would be providing this feedback.
- When it comes to law enforcement on the system along with alternatives, it is both\and, not either\or. Perhaps most board members, 10-13 members, share this view. There may be just one or two board members who want to see full defunding of the police.
- PSAC needs to be clear about what situations can truly be handled by non-law enforcement and which cannot.
- PSAC, if it continues, would need to answer the question, how would you like law enforcement on the system to look different than it currently does?
- We have a broad spectrum of people on the board, and my office wants to keep the women on our metro system safe.
- If you ask people the question, what does transit safety look like for you? It must include the answers of all people beyond just those represented by PSAC special interest groups.

Is there anything that I neglected to ask or that we did not discuss that you would like to share at this time?

- PSAC needs to stay, but it needs new life breathed into it.
- Tension between PSAC and Metro management is normal, but PSAC needs to go into institutionalized mode. There needs to be a chair, even if that person is compensated more. PSAC needs to study how effective commissions function. PSAC needs to replicate the things that other commissions that function well do.
- PSAC recommendations should go directly to the Board. My understanding was that this committee was always meant to report directly to the Board.
- This group needs a little more structure, whether that means that it reports to the board or the CEO, more frequently to provide substantive recommendations that can be acted on.

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- The civilian oversight bodies of the law enforcement agencies metro contracts with is not sufficient for metro's purposes. Metro needs to have an ongoing civilian committee that is supported by Metro, that has a more defined, perpetual role, and that is made up of multiple stakeholders.
- The board seems really interested in the recommendations of this PSAC, but we need to consider whether those recommendations will address the lack of trust that the community may have in Metro to put the interest of the public first.

ADDENDA D

Public Safety Committees at Other Transit Agencies

(Comparative and Promising Practices)

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ADDENDA D

PUBLIC SAFETY ADVISORY COMPARISON CHARTERS

Tri-Met (Portland, OR) Transit Agency

The Process for Reimagining Public Safety & Security on Transit

(NO CHARTER, LIMITED ENGAGEMENT COMMITTEE)

Status as described on <https://trimet.org/publicsafety/background.htm>

Thank you to those who participated in listening sessions and gave feedback. Between July and November 2020, we received over 13,000 survey responses, supported 300 one-on-one interviews and engaged 271 people in 31 focus groups. We received feedback in English, Arabic, French, Khmer, Lao, Russian, Spanish, Swahili, Ukrainian, Japanese, Korean, Chinese, Rohingya, and Vietnamese.

We are continuing to study and collaborate with other transit systems across the county to better understand and investigate promising approaches in community engagement and transit security. With the support of a third-party analysis of the security challenges facing the region and the feedback from riders and employees we convened a Transit Public Safety Advisory Committee of regional thought leaders, community representatives and national transit experts. The committee used the feedback gathered through the surveys and the listening sessions, the research results, and the local transit system analysis, to develop recommendations for TriMet's leadership to consider in moving the system forward with community informed strategies.

Over the course of seven meetings, the Transit Public Safety Advisory Committee reviewed and discussed the information gathered through extensive community outreach and research and developed a series of recommendations and priorities. TriMet's leadership is considering those recommendations, including the top three:

Conducting agency-wide training on anti-racism, cultural competency, mental health, and de-escalation techniques for TriMet employees that is based on real-world situations and offered on a continuous basis, leveraging community expertise.

Increasing the presence of TriMet personnel on the system and exploring community ambassador rider support models. The additional presence should strive to be diverse, reflecting the region's age, race, and ability, and focused on making the system safer and more welcoming.

Developing a Crisis Intervention Team model that is focused on supporting transit riders experiencing a mental health crisis or other behavioral health issues.

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The Advisory Committee noted that regional coordination and partnering across jurisdictions would be needed to allow TriMet to scale up its ability to advance these recommendations. The committee also voiced support for additional priority investments, including:

Continuing to make security-related infrastructure improvements, with a focus on lighting, and general system cleanliness,

Working with the community to develop and launch public messaging campaigns to clearly explain how the security system works and their part in it; and,

Leveraging additional technology applications to support riders and staff using apps and software.

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WMATA Police Department (Washington, DC Transit) PSAC Charter

PRESENTED AND ADOPTED: June 23, 2020

SUBJECT: ESTABLISHMENT OF METRO TRANSIT POLICE DEPARTMENT

INVESTIGATIONS REVIEW PANEL

2020-25

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE WASHINGTON METROPLITAN AREA TRANSIT
AUTHORITY**

WHEREAS; Metro has a longstanding commitment to diversity, transit equity, and inclusion, and that commitment remains at the forefront of all we do;

WHEREAS; The Metro Transit Police Department (MTPD) has a history of proactive police reform and incorporates best practices in law enforcement;

WHEREAS Nonetheless, the Board acknowledges the current dialogue on policing and police reforms that is taking place around the country;

WHEREAS; The Board recognizes the urgent need to further improve how MTPD provides public safety in the Metro Transit System and to continue to foster trust between MTPD and the public;

WHEREAS, Under Board By-Laws Article V, Section 1, the Board may establish advisory bodies; and

WHEREAS, The Board desires to establish the MTPD Investigations Review Panel, which shall include citizen members and police members from the Metro Transit Zone, to provide recommendations to the MTPD Chief of Police, with a copy to the Board, on changes or revisions to MTPD training and policies that will improve the integrity of investigations, the thoroughness and fairness of the process, and the adequacy of training consistent with best practices in law enforcement;

NOW, THEREFORE, be it RESOLVED, That the Board hereby creates the Metro Transit Police Department Investigations Review Panel

CHARTER OF THE WASHINGTON METRO TRANSIT POLICE DEPARTMENT INVESTIGATIONS REVIEW PANEL

Article I: Purpose

The purpose of the Metro Transit Police Department Investigations Review Panel (“the Review Panel”) is to conduct an independent and impartial review of certain completed investigations, such as customer complaints or use of force incidents, to enhance the training and policies of the Metro Transit Police Department (“MTPD”) in the continuing effort to foster public trust between the MTPD and the communities it serves.

Article II: Review Panel

1. Review Panel Responsibilities. The Review Panel shall:

A. Review the previous quarter’s final, non-appealable, and completed investigations, with access to the entire investigation file, conducted by:

(1) the MTPD Office of Professional Responsibility and Inspections (“OPRI”); and/or (2) a MTPD District/Division/Unit Commander, to ensure the completeness, accuracy, and objectivity of those investigations.

B. Make written recommendations to the MTPD Chief of Police, with a copy to the WMATA Board, based on its review of investigations regarding the integrity of the investigation, the thoroughness and fairness of the process, and the adequacy of training consistent with best practices in law enforcement; and

C. Endeavor to issue its written recommendations, if any, within 85 days following its review.

2. Composition and Selection of the Review Panel. The Review Panel shall consist of seven members. The composition of the Review Panel shall endeavor to reflect the diversity of the National Capital Region.

A. Police Members. Three members of the Review Panel shall be current, command-level (i.e., Captain or above) officials or internal affairs officials working in police departments in the National Capital Region, and where possible, one each from state or local police departments from the District of

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Columbia, Maryland, and Virginia. To the extent the MTPD Chief of Police is not able to obtain participation from one of these jurisdictions, then the Chief may obtain a police member from a federal law enforcement agency. The Chief of Police from the participating police department shall select the police member for participation on the Review Panel.

B. Citizen Members. There will be four citizen members of the Review Panel, one from each of the District of Columbia (a resident of the District of Columbia), Maryland (a resident of Montgomery County or Prince George's County), and Virginia (a resident of the cities of Alexandria, Falls Church or Fairfax or the counties of Arlington, Fairfax or Loudoun), and one at-large member, all to be appointed by the WMATA Board following notice to the public seeking applications for citizen members.

C. Prohibitions on Membership. No member of the Review Panel shall be a current or former member of MTPD or a relative of a member of MTPD, or hold any public office, or be a candidate for any public office.

D. Voluntary and Unpaid. Participation on the Review Panel is voluntary and unpaid. Review Panel members are not WMATA employees and will not receive any salary or benefits. Review Panel members will not be reimbursed for cost and expenses in connection with their participation on the Review Panel, except that Review Panel members will be offered a WMATA-issued SmarTrip® card that is reloaded with \$25/month in funds to be used for travel to/from Review Panel meetings or other duties associated with Review Panel activities. Any unspent SmarTrip® card funds are automatically returned to WMATA at the end of the month and members agree to use the funds only for Review Panel related travel. To the extent a Review Panel member is eligible for and needs to use Metro Access for travel to/from Review Panel meetings or other duties associated with Review Panel activities, WMATA will either provide the Metro Access ride at no cost to the member or will reimburse the member for a qualifying trip.

3. Terms. The police members of the Review Panel shall each serve a term of three years and the citizen members shall serve for a term of two years, to provide for staggered terms. Members of the Review Panel may not serve more than two consecutive terms.

4. Removal and Resignation. A member may be removed from the Review Panel for: (a) misconduct, including without limitation harassing or abusive behavior toward other Review Panel members or WMATA employees; (b) being incompetent or neglectful of his/her duty; (c) being excessively or unjustifiably absent or late for Review Panel meetings; (d) misconduct outside his/her duty as a member of the Review Panel; or (e) releasing unauthorized or law enforcement sensitive information to the public or anyone outside of the Review Panel or violating the NDA, as determined by a majority vote of the other Review Panel members. Any member of the Review Panel may resign from the Review Panel at any time by delivering written notice of the resignation to the MTPD Chief of Police. The MTPD Chief of Police shall promptly provide a copy of the notice of resignation to the WMATA Board. The resignation shall be effective upon receipt, unless an effective date of the resignation is specified in the notice. The WMATA Board may appoint a new citizen member for the remainder of the term vacated by the departing member and such new citizen member shall be from the same jurisdiction as the

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departing member. For police members of the Review Panel, the MTPD Chief of Police shall request that the Chief of Police of the relevant police department appoint another member for the remainder of the term of the departing member.

5. Meetings, Notice, Confidentiality, and Quorum.

A. The Review Panel shall meet once a quarter, in closed session.

B. Because of the confidential, privileged and law enforcement sensitive nature of the investigation files, documents, and information that will be provided for review, members of the Review Panel shall participate in meetings of the Review Panel in-person at a location to be designated by the MTPD Chief of Police.

C. The MTPD Chief of Police shall circulate a Review Panel meeting notice and agenda to the Review Panel at least one week prior the Review Panel meeting date.

D. Any materials provided to the Review Panel members shall be kept

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Adopted by CapMetro Board on October 25, 2021

CAPITAL METRO PUBLIC SAFETY

ADVISORY COMMITTEE

I. PURPOSE and DEFINITIONS

This charter outlines the Public Safety Advisory Committee for Capital Metro (the Agency, CapMetro) and sets forth its purpose, functions, membership, and roles and responsibilities as an advisory body to Cap Metro's Board of Directors (Board). The President & CEO, or designee, shall engage this committee regarding topics defined as duties of the Public Safety Advisory Committee, based on this charter. The committee shall comply with state law related to Capital Metro advisory committees and Capital Metro policy.

A. Duties:

The Public Safety Advisory Committee may provide recommendations to the Agency's Management team and Board regarding the following topics regarding the comprehensive public safety program:

- Input to the Board regarding the creation and review of policies and related procedures and practices.
- Input to staff regarding program creation and review of procedures
- Identifying opportunities for CapMetro to educate and engage the community on public safety topics
- Review and input on quarterly and annual public safety performance goals and metrics
- Input to staff regarding the characteristics that staff shall seek out in Transit Police leadership
- Input to staff on the development of public safety staff training programs
- Input to staff on public safety awareness campaigns and customer information communications
- Other topics relevant to the performance of the comprehensive public safety program and community relations.
- Other public safety issues raised by the community.

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The advisory committee shall provide reports to the Agency's Board regarding their recommendations on the above topics, in accordance with section I.B. below.

B. Integration with Capital Metro Board Meetings:

Committee meeting content will reflect standing quarterly or annual topics such as metric reviews as well as reviews and input on upcoming items at Capital Metro Board meetings. The committee chair or other officer will present the committee report at all Board meetings. If unable to attend, public safety staff will report to the Board on behalf of the Committee.

II. STRUCTURE AND APPOINTEES

A. Membership:

The Public Safety Advisory Committee will have 10 total members. There shall be two (2) standing members appointed by the President & CEO and confirmed by the Board. The standing members shall include:

1. A person to represent the Amalgamated Transit Union (ATU), as recommended by the ATU and affirmed by the President & CEO.
2. A person retired from a law enforcement agency from within the Cap Metro service area. There shall be eight (8) members of the committee appointed by the Capital Metro Board of Directors. Staff shall review applications and generate a list of applicants for Board Member consideration. Each Board Member shall nominate one member from the list to be confirmed by the entire Board.

The Agency's Board shall consider the appointment of committee members based on the potential member's application, experience and expertise related to social and criminal justice reform, public safety, social services, community service, professional experience, and personal experience with or relationship to historically marginalized or underserved communities. The Board shall consider applicant's viewpoints, qualifications/experience and demographics with the objective that the committee membership is diverse. The Agency's Board shall prefer the appointment of CapMetro customers (i.e., people who use transit) who also have relevant experience as defined above. Appointed members shall represent themselves individually and not an organization they are affiliated with.

Appointees must not have a conflict of interest that would impede their ability to serve on the committee.

Members shall be committed to providing constructive advisory service to the staff and Board on how best to develop, engage and improve Cap Metro's comprehensive customer- and frontline-staff-oriented public safety program.

B. Application for Membership:

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Staff shall widely publicize the membership application throughout the CapMetro service area when the advisory committee has a vacancy or vacancies. Recruitment of potential applicants shall occur through the CapMetro website, social media, stakeholder lists, on-board notices, through coordination with community partners and agencies, media notices, etc., as appropriate.

C. Terms of Appointment:

The eight (8) members appointed by the Board shall each serve at the pleasure and concurrently with the nominating Board member.

The standing member who represents the ATU shall serve at the pleasure of the President & CEO and the ATU. If the member is no longer affiliated with the ATU, the organization shall recommend a new person to the President & CEO to represent the ATU on the committee.

The standing member who is a retired law enforcement member shall serve at the pleasure of the President & CEO.

D. Meetings:

- i. Meeting Schedule: The Public Safety Advisory Committee will meet at least quarterly beginning within 60 days after Board appointments are confirmed.
- II. Meetings Open to the Public: Meetings are open to the public. Meeting agendas and materials shall be made public via the CapMetro website, and meetings shall include minutes and recordings, both of which shall be posted on the CapMetro website.
- III. Location: A suitable location will be identified to host Public Safety Advisory Committee meetings that is well-connected to transit, centrally located and comfortable. Virtual meetings will be supported to the extent that they comply with Capital Metro policy and applicable laws.
- IV. Hospitality: Food and beverages will be provided for committee meetings conducted in person.
- V. Participation by Staff: Agency staff shall support each of the committee meetings, including securing and setting up meeting rooms, organizing logistics (i.e., virtual meeting links, ordering food, etc.), providing IT and web support for the meetings, compiling agendas and minutes, etc.

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KING COUNTY PUBLIC SAFETY ADVISORY COMMITTEE

(NO CHARTER, LIMITED TERM COMMITTEE)

More information can be found at

<https://kingcounty.gov/elected/executive/constantine/initiatives/public-safety-advisory-committee.aspx>

On March 9, 2021, the King County Council and King County Executive adopted King County Executive Ordinance 19249, establishing the Public Safety Advisory Committee. The Advisory Committee conducted community stakeholder engagement and produced a report to inform the selection process of an appointed sheriff. Additionally, the committee has been gathered stakeholder input and provided guidance on values that stakeholder communities hold on how law enforcement services should be provided and ways the county could improve the delivery of law enforcement services to preserve and enhance public safety.

Public Safety Advisory Committee completes report

On September 30, 2021, the Public Safety Advisory Committee (PSAC) shared its recommendations and priorities for improving public safety in King County, sending its full report to King County Executive Dow Constantine and the King County Council. Thanking the PSAC members and all those that supported their efforts, the Executive and Councilmembers will now review the recommendations and continue to engage the public. The King County Council will hold a set of briefings on the report, after which the Executive will begin recruitment for the next Sheriff.

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SAN FRANCISCO BAY AREA RAPID TRANSIT AUTHORITY (BART)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

CITIZEN OVERSIGHT MODEL

Purpose: To provide an effective independent citizen oversight system that promotes integrity and encourages systemic change and improvement in the police services that the San Francisco Bay Area Rapid Transit District (BART) provides to the public by ensuring that internal police accountability system functions properly; that behavioral, procedural, and policy deficiencies are identified and appropriately addressed, including racial profiling and allegations of racially abusive treatment; and, that complaints are investigated through an objective and fair process for all parties involved.

The system will analyze allegations of misconduct; utilize data to identify trends, including disciplinary outcomes and trends; recommend corrective action and or training; maintain confidentiality; make policy recommendations; and report regularly to the BART Board of Directors and the public. The essential community involvement component of the system shall be accomplished through the inclusion of a BART Police Citizen Review Board.

Chapter 1-01 OFFICE OF THE INDEPENDENT POLICE AUDITOR

Pursuant to California Public Utilities Code Section 28767.8, the Office of the Independent Police Auditor (OIPA) shall be established by the Board of Directors (Board) in keeping with the Core

Principles for an Effective Police Auditor's Office.¹

Chapter 1-02 APPOINTMENT OF THE INDEPENDENT POLICE AUDITOR

The Independent Police Auditor (IPA) shall be appointed by and report directly to the Board.

Chapter 1-03 SCOPE

OIPA shall have the authority to exercise its duties and responsibilities as outlined below, regarding any and all law enforcement and police activities or personnel operating under the authority of the BART Police Department (BPD). OIPA shall be authorized to investigate any complaints alleging police officer misconduct that implicate the policies of the BPD. OIPA shall be committed to the prompt, timely, and efficient resolution of all complaints, including, but not limited to, adherence to all applicable statutory requirements. OIPA's scope of authority shall not extend beyond the BPD.

Chapter 1-04 DUTIES AND RESPONSIBILITIES

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A. Complaints Received from Members of the Public

Any person may file a complaint or allegation of wrongdoing with the OIPA against any BPD employee. Upon receipt of a complaint or allegation, OIPA shall:

- i) Ensure that a timely, thorough, complete, objective, and fair investigation into the complaint is conducted by OIPA or BPD.
- ii) Provide the complainant and all other officers who are the subject(s) of the investigation with timely updates on the progress of all investigations conducted by OIPA, unless the specific facts of the investigation would prohibit such notification.
- iii) Reach an independent finding as to the facts of an investigation.
- iv) The OIPA shall assess the conduct of the BPD employee considering the facts discovered through investigation, the law, the policies, and training of the BPD.

B. Recommendations for Corrective Action

- i) Independent investigative findings of “Sustained” made by OIPA shall include recommendations for corrective/punitive action, up to and including termination where warranted, and shall include prior complaints and their disposition. When the evidence does not support the allegations of misconduct, the IPA shall recommend a finding of Unfounded, Exonerated, or Not Sustained.
- ii) In a confidential personnel meeting, the IPA shall submit his/her investigative findings and recommendations to the BART Police Citizen Review Board (BPCRB) for review. Should the BPCRB agree by simple majority with the findings and recommendations, the report will be submitted to the Chief of Police for appropriate action. The Chief of Police shall implement the recommended action, absent appeal.
- iii) The BPCRB shall announce each member’s vote regarding its acceptance of the OIPA findings and recommendations for discipline in open session, and in cases in which a nonunanimous majority agrees with the OIPA findings and recommendations, the dissenting

1 Report of the First National Police Auditors Conference, March 26-27, 2003, Prepared by Samuel Walker members should generate a memorandum including the rationale for diverging from the majority opinion without divulging privileged or confidential information and evidence.
- iv) Should the Chief of Police disagree with the findings and recommendations of OIPA and the BPCRB, the Chief of Police may appeal to the General Manager (GM) within 45 calendar days of the issuance of the findings and recommendations. The Chief of Police will submit his/her

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appeal in a writing setting forth his/her disagreements with the findings and provide recommendations to the IPA, the BPCRB, and the GM. After receipt of the appeal, the GM shall convene a confidential personnel meeting to include the Chief of Police, the IPA, and a representative of the BPCRB. After receiving input from the Chief of Police, the IPA, and the BPCRB representative, the GM shall rule and submit his/her decision in writing to the Chief of Police, the IPA and the BPCRB. The Chief of Police shall implement the GM's decision.

v) Should the BPCRB disagree with the OIPA findings by simple majority, in a confidential personnel meeting, the IPA and the BPCRB shall attempt to come to a consensus. If the BPCRB and the IPA fail to come to a consensus, by simple majority, the BPCRB may appeal. The efforts made to achieve consensus shall be documented by the BPCRB and shall be forwarded to the GM as a part of the appeal. All appeals regarding findings and recommendations for corrective/punitive action or dismissal, between the BPCRB and the IPA will be appealed to the GM, in a confidential personnel meeting to include the Chief of Police. At the confidential personnel meeting, The BPCRB Chair and the IPA will submit their disagreements and recommendations to the GM. The GM shall rule on the matter and make his/her decision known to the Chief of Police, the BPCRB and the IPA. The Chief of Police shall implement the GM's decision, which will be final.

vi) Discipline recommended pursuant to these processes shall be subject to an administrative hearing prior to implementation in a manner consistent with addressing the due process rights of public employees, when applicable. Any final determinations that modify or rescind initial dispositions and arbitration determinations shall be evaluated by the IPA to identify any systemic issues and/or potential for the serious erosion of accountability related to such modifications, and shall be included in a public IPA report. The IPA shall work with BPD to remedy any such issues identified by the evaluation.

C. Review Legal Claims, Lawsuits, and Settlements

i) OIPA shall be authorized to review any legal claims and/or lawsuits against BART that relate to the conduct of BPD personnel to ensure that all allegations of misconduct are thoroughly investigated by OIPA and/or BPD, and to identify any systemic issues regarding BPD practices and/or policies.

ii) OIPA shall be authorized to review any significant settlements and adverse judgments involving BPD.

iii) OIPA shall work with BPD to develop corrective action intended to remediate any systemic issues identified through review of any significant settlements or adverse judgements involving the BPD.

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iv) OIPA shall publicly report its involvement in the review of legal claims, lawsuits and settlements in a manner consistent with all applicable confidentiality requirements.

D. Review Investigations Conducted by BPD

i) OIPA shall be authorized to review BPD Internal Affairs Bureau (IA) investigations to determine whether the investigations are complete, thorough, objective, and fair.

ii) The IPA shall, subject to his or her discretion, have authority to monitor or require followup investigation into any citizen complaint or allegation that is investigated by BPD.

iii) OIPA should provide recommendations to the BPD regarding investigative quality and/or appropriateness of disciplinary recommendations prior to the finalization of the investigative report and notification of disposition to subject officers and complainants.

iv) OIPA is authorized to publicly report any resistance by the BPD to conduct reasonable additional investigative tasks, including by way of notification to the Board, the BPCRB, and the GM.

E. Review Uses of Force by BPD Officers

i) OIPA shall have the authority and responsibility to review all Use of Force (UOF) incidents by BPD officers to determine whether the UOF should be the subject of an IA investigation and/or whether other issues are implicated for the individual officer or for BPD, including but not limited to training, equipment, supervision, and policy.

ii) OIPA shall be authorized to regularly participate in the BPD UOF Review Board process by attending meetings and/or reviewing determinations made by the BPD UOF Review Board.

iii) OIPA shall report publicly on its involvement in the BPD UOF review process including determinations made by BPD UOF reviewers in a manner consistent with all applicable confidentiality requirements.

F. BPD Early Intervention Systems

i) OIPA shall be involved in the review and evaluation of data, alerts, and reports related to the BPD Early Intervention System (EIS).

ii) The OIPA may use the EIS data to determine whether conduct or disciplinary issues regarding BPD or individual officers exist.

iii) OIPA shall regularly report on the status and effectiveness of the BPD EIS in a manner consistent with all applicable confidentiality requirements.

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G. Auditing

i) OIPA shall have the necessary access and authority to review BPD data, records, and staffing information for the purpose of conducting systemic audits of BPD functions that impact the quality of the Department and the services provided by BPD to the public.

ii) OIPA shall have the necessary access and authority to monitor any audits conducted by the BPD regarding BPD functions that impact the quality of the Department and the services provided by the BPD to the public.

iii) OIPA shall be authorized to publicly report on the results of any audits or monitored audits as described in this section in a manner consistent with all applicable confidentiality requirements.

H. Mediation

OIPA shall develop a voluntary alternative dispute resolution (ADR) process for resolving complaints which involve conduct that may most appropriately be corrected or modified through alternative means. OIPA shall review a draft of the voluntary ADR process with the BPCRB and BART Police Associations and secure their concurrence prior to implementation.

I. Appeal of IA Findings

Any complainant may file an appeal of an internal investigation conducted by BPD with the OIPA. Upon receipt of an appeal, OIPA shall:

i) Review the completed BPD investigation.

ii) Determine whether further investigation is warranted and, if necessary, ensure that a timely, thorough, complete, objective and fair follow-up investigation into the complaint or allegation is conducted. A follow-up investigation may, at the discretion of the IPA, be conducted by the OIPA, the BPD or any other competent investigative agency.

iii) Provide timely updates on the progress of the review and any follow-up investigation to the complainant and the BPD employee who was the subject of the original investigation, to the extent permitted by law unless the specific facts of the investigation would prohibit such notification.

iv) Based on the review of the original investigation and, where appropriate, the results of any follow-up investigation, OIPA shall reach an independent finding as to the facts of the underlying allegation or complaint.

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v) Independent investigative findings of “Sustained” made by OIPA shall include recommendations for corrective/punitive action, up to and including termination where warranted. When the evidence does not support the allegations of misconduct, the IPA shall recommend a finding of Unfounded, Exonerated, or Not Sustained.

vi) All BPD investigative findings that are appealed to OIPA shall be subject to the procedures defined in Chapter 1-04(B).

J. Critical Incidents

i) The IPA shall be notified immediately by BPD personnel to respond to the investigative scene(s) of any BPD officer-involved shooting, use of force resulting in life threatening injury, use of force resulting in bodily injury requiring transportation and admittance to a hospital, , or in-custody death.

ii) The BPD officer in charge at the investigative scene(s) shall provide the IPA and OIPA staff with access to the investigative scene(s) equivalent to BPD Internal Affairs Investigators upon their arrival at the investigative scene.

iii) The OIPA shall have the authority to monitor all aspects of the ensuing investigation that the BPD Internal Affairs investigators have authority to monitor while the investigation is in progress. The BPD will grant the OIPA access equivalent to BPD Internal Affairs investigators to the site(s) of all interviews related to a critical incident involving BPD personnel.

iv) The IPA may observe interviews of employees, public complainants, and witnesses that are conducted by BPD Internal Affairs Investigators and may submit questions to the interviewer to be asked by the interviewer in accordance with state and federal law.

K. Recommendations on Procedures, Practices and Training

i) OIPA shall develop specific recommendations concerning policies, procedures, practices, and training of BPD personnel. The goal of the above OIPA recommendations, shall be improving the professionalism, safety record, effectiveness, and accountability of BPD employees. OIPA shall consult with the Chief of Police and other stakeholders and shall present its recommendations to the BPCRB for review and comment.

ii) Should BPD reject policy recommendations submitted by OIPA, the IPA may forward the recommendations to the GM and/or the Board for further consideration.

iii) OIPA shall have the authority and responsibility to provide input to the BPD during the development of any significant BPD-initiated policy creation or revision.

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iv) OIPA shall publicly report on its involvement in the development and revision of BPD policies and shall report annually regarding any outstanding recommendations and the degree to which they were endorsed by the BPCRB and accepted by BPD.

L. BART Police Associations

i) The IPA shall meet periodically with and seek input from the BART Police Managers Association (BPMA) and the BART Police Officers Association (BPOA) regarding the work of OIPA.

ii) OIPA shall report annually on whether meetings with BPMA and BPOA occurred.

M. Community Outreach

OIPA shall develop and maintain a regular program of community outreach and communication for the purpose of listening to and communicating with members of the public in the BART service area. The OIPA community outreach program shall set out to educate the public regarding the responsibilities and services of OIPA and the functions of the BPCRB.

N. Reporting

The IPA shall prepare annual reports to the Board and the public in a manner consistent with all applicable confidentiality requirements, which prior to being finalized shall be reviewed, in draft form, by the BPCRB. To the extent permitted by law, reports shall include the number and types of cases filed, number of open cases, the disposition of and any action taken on cases including recommendations for corrective/punitive action, and the number of cases being appealed; findings of trends and patterns analyses; and recommendations to change BPD policy and procedures, as appropriate. The reports shall include all complaints regarding police officers received by OIPA, BPD, BART District Secretary (DSO), and other District departments.

O. Public Statements

The IPA shall be authorized to make public statements regarding any aspect of BPD policies and practices, the Citizen Oversight Model, and in conjunction with any public report or findings in a manner consistent with all applicable confidentiality requirements.

Chapter 1-05 RELATIONSHIP BETWEEN OIPA AND THE BPCRB

A. OIPA and the BPCRB shall be established and operated as separate, complementary entities with different roles that are and shall remain independent of one another.

B. On a no less than monthly basis, the BPCRB shall receive reports from OIPA in a manner consistent with all applicable confidentiality requirements, including the number and types of

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cases filed, number of open cases, the disposition of and any action taken on cases, recommendations for corrective/punitive action, including discipline and dismissals, and the number of independent investigations concluded by OIPA. The report shall also include the number and outcome of cases being appealed either to OIPA by members of the public, the BPCRB or the Chief of Police pursuant to the appeals process described in Chapter 1-04(B), above.

i) Reports shall include all complaints received by OIPA, BPD, BPCRB, DSO, and other District departments.

ii) For tracking and timeliness purposes, this report shall include the number of days that have elapsed between the date of the complaint and the date of the written report to the BPCRB.

C. OIPA may present reports related to OIPA-monitored BPD investigations to the BPCRB in closed session for its input and feedback. BPD personnel may be present during the closed session to respond to any BPCRB inquiries regarding the investigation and/or related investigative processes.

D. OIPA shall, for informational purposes, promptly notify the Chair of the BPCRB whenever the IPA is informed of a critical incident as described in Chapter 1-04(J).

E. The BPCRB and OIPA will coordinate community outreach activities and communication with the public.

Chapter 1-06 RELATIONSHIP BETWEEN OIPA, BPD, DSO, AND OTHER DISTRICT DEPARTMENTS

A. The Chief of Police, DSO and other Executive Managers with employees that routinely receive comments/complaints from the public shall each, jointly with the IPA, develop standard operating procedures to govern the relationship and flow of communication regarding complaints involving police officers between OIPA and each of their respective departments.

B. OIPA and the Chief of Police shall provide each other with timely notification of complaints, investigations, appeals and findings and with such information and cooperation as is appropriate and necessary.

Chapter 1-07 COOPERATION WITH OIPA

A. OIPA shall have unfettered access to police reports and police personnel records. All parties who have access to confidential information shall comply with all confidentiality requirements of the BPD, the District, and all state and federal laws.

B. During an investigation, all involved BPD personnel shall be compelled to meet and cooperate with OIPA in accordance with Government Code Section 3300-3313.

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C. No person shall directly or indirectly force, or by any threats to person or property, or in any manner willfully intimidate, influence, impede, deter, threaten, harass, obstruct or prevent, another person, including a child, from freely and truthfully cooperating with OIPA.

Chapter 1-08 INDEPENDENCE OF OIPA

A. The IPA and any employee of the OIPA shall, at all times, be totally independent. All investigations, findings, recommendations, and requests made by OIPA shall reflect the views of OIPA alone.

B. No District employee or Director shall attempt to unduly influence or undermine the independence of the IPA or any employee of the OIPA in the performance of his or her duties and responsibilities set forth herein.

C. DSO staff shall perform administrative and organizational tasks for the BPCRB, which will be intended to clarify, strengthen, and maintain the delineation and separation of the BPCRB and OIPA.

Chapter 1-09 CONFIDENTIALITY OF RECORDS AND INFORMATION

OIPA shall comply with all state and federal laws requiring confidentiality of law enforcement records, information, and confidential personnel records, and respect the privacy of all individuals involved.

Chapter 1-10 CODE OF ETHICS

The employees of OIPA shall adhere to the National Association for Civilian Oversight of Law Enforcement (NACOLE) Code of Ethics.

Chapter 1-11 TIMELINESS

Nothing in this Model is intended to delay or interfere with the timely investigation and disposition of internal affairs investigations of alleged police misconduct. OIPA and the BPCRB shall jointly develop a timeline for completion of the disciplinary process that will be concluded within 365 days from the time of discovery by BPD Internal Affairs, BPD supervisory level personnel, the OIPA, or the BPCRB.

Chapter 2-01 BART POLICE CITIZEN REVIEW BOARD

A BART Police Citizen Review Board shall be established by the Board of Directors to increase visibility for the public into the delivery of BART police services, to provide community participation in the review and establishment of BPD policies, procedures, practices and initiatives, and to receive citizen complaints and allegations of misconduct by BPD employees.

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Results of investigations into allegations of misconduct by BPD employees and recommendations for corrective/punitive action, including discipline, will be reviewed by the BPCRB. The members of the BPCRB shall adhere to the National Association for Civilian Oversight of Law Enforcement (NACOLE)

Code of Ethics and comply with all applicable state and federal laws regarding confidentiality.

Chapter 2-02 APPOINTMENT OF BPCRB MEMBERS

A. The BPCRB shall report directly to the Board.

B. The BPCRB shall consist of eleven (11) members appointed as follows:

i) Each BART Director shall appoint one (1) member.

ii) The BPMA and BPOA shall jointly appoint one (1) member.

iii) There shall be one (1) Public-at-Large member to be appointed by the Board.

iv) All appointments or re-appointments to the BART Police Citizen Review Board shall be for two-year terms. Those members appointed by Directors representing odd numbered Districts, as well as the Public-at-Large member shall have their terms expire on June 30th of the respective even numbered year. Those members appointed by Directors from even numbered Districts, as well as the BART Police Associations' member, shall have their terms expire on June 30th of the respective odd numbered year.

v) Service on the BPCRB shall be voluntary.

vi) A newly-elected Director may replace the seated BPCRB appointee representing their District within ninety 90 calendar days of taking office, otherwise the seated BPCRB member will continue to serve until expiration of the applicable term, unless otherwise disqualified as described herein

Chapter 2-03 BPCRB MEMBER QUALIFICATIONS AND RESTRICTIONS

A. Members of the BART Police Citizen Review Board must reside within Alameda, San Francisco, Contra Costa, or San Mateo County.

B. BPCRB members shall agree to adhere to the Code of Ethics described in Chapter 2-10.

C. BPCRB members must be fair-minded and objective with a demonstrated commitment to community service.

D. No person currently employed in a law enforcement capacity, either sworn or non-sworn,

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shall be eligible for appointment to the BPCRB.

E. No current or former BPD employee shall serve on the BPCRB, and no relative of any current or former BPD employee shall serve on the BPCRB.²

F. All appointees to the BPCRB shall be subject to background checks.

G. No person convicted of a felony shall serve on the BPCRB.

H. Members serving on the BPCRB are not required to be U.S. citizens.

Chapter 2-04 BPCRB MEMBER MEETING ATTENDANCE

A. BPCRB members may not miss three regularly scheduled meetings per year.

i) The appointment of any BPCRB member who has been absent from three (3) regular meetings during the fiscal year, shall automatically expire effective on the date that such absence is reported by the OIPA to the DSO, except in the case of an approved absence or leave of absence as described herein.

ii) The DSO shall notify any BPCRB member whose appointment has automatically terminated, and report to the Board and the BART Police Associations that a vacancy exists on the BPCRB. The vacancy shall then be filled in accordance with Chapter 2-06.

B. Excused Absences from Regularly Scheduled Meetings

i) A BPCRB Member may request an excused absence from their appointing Director, and that excuse shall be transmitted to the DSO. Such excused absences shall be granted by the Board President regarding the Public-at-Large appointee, or from the Police Associations regarding the Police Associations' appointee. Such excused absences will not count against the member's absence limitations.

ii) BPCRB members may be granted a leave of absence by their appointing Director not to exceed three (3) months. When such a leave of absence is granted, the seat may be filled by 2 Relatives include spouse, domestic partner, child, parent, brother, sister, grandparent, step-parent, step-child, legal guardian, father-in-law and mother-in-law filled for the period of such leave and may be filled in accordance with the procedure described herein, subject to ratification by the Board. Such leaves of absence shall be granted by the Board President regarding the Public-at-Large appointee, or from the

Police Associations regarding the Police Associations' appointee.

Chapter 2-05 BPCRB VACANCIES

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A. Vacancies on the BPCRB shall be filled for the unexpired portion of the term, subject to ratification by the Board.

B. A vacancy in a seat representing one of the nine BART Districts shall be filled by the Director whose appointee has ceased to serve.

C. A vacancy in the seat that represents the BART Police Associations shall be filled by the BART Police Associations.

D. A vacancy in the seat representing the Public-at-Large shall be filled by the Board from the pool of qualified applications submitted during the most recent application period for the Public-at-Large seat. If no qualified Public-at-Large applicants are available or willing to serve, the Board shall solicit new applications.

E. The IPA may provide input to the Board regarding the performance of any BPCRB member who seeks reappointment.

F. The Board should consider a BPCRB member's annual outreach activity when deciding whether to reappoint a member to the BPCRB.

Chapter 2-06 SCOPE

The BPCRB shall have the authority to exercise its duties and responsibilities as outlined below, regarding law enforcement and police activities or personnel operating under authority of BART.

Chapter 2-07 DUTIES AND RESPONSIBILITIES

A. Complaints Received from Members of the Public

Any person may file a complaint or allegation of wrongdoing against any BPD employee with the BPCRB. Upon receipt of a complaint or allegation, the BPCRB shall immediately turn the complaint or allegation over to the OIPA, and OIPA shall proceed according to Chapter 1-04 above.

B. Recommendations for Corrective Action

i) The IPA shall submit his/her investigative findings and recommendations to the BPCRB for review in a confidential personnel meeting, where the processes described in Chapter 1-04(B)(ii-vi) including, but not limited to, appeal procedures shall apply.

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ii) The BPCRB shall announce each member's vote regarding its acceptance or rejection of the OIPA findings and recommendations for discipline in open session, and in cases in which a non-unanimous majority agrees with the OIPA findings and recommendations, the dissenting members should generate a memorandum including the rationale for diverging from the majority opinion without divulging privileged, protected, or confidential information and evidence.

C. Recommendations on Policies, Procedures, Practices and Training

i) The BPCRB shall develop and review recommendations as to the policies, procedures, and practices of BPD in consultation with the IPA.

ii) The goal of BPCRB recommendations shall be to improve the professionalism, safety record, effectiveness, and accountability of BPD employees.

iii) The BPCRB may make recommendations to the Chief of Police, GM, and Board, as appropriate.

iv) The BPCRB shall review and comment on all additions and changes to policy, procedures and practices as well as all new initiatives (including training and equipment) proposed by BPD or OIPA and make recommendations to the Board.

D. Disagreements Regarding Proposed Policies, Procedures, Practices, and Training

The Board shall review and resolve all disagreements regarding proposed policies, procedures, practices and training that may arise between the BPCRB and the Chief of Police, IPA, or GM. The Board shall make the final determination in all such instances.

E. BART Police Associations

The BPCRB shall meet periodically with and seek input from the BPMA and BPOA on issues of interest to the parties. The BPCRB shall report annually on whether meetings with the BPMA and the BPOA occurred.

F. Community Outreach

The BPCRB shall develop and maintain a regular program of community outreach and communication for the purpose of listening to and communicating with members of the public in the BART service area. The BPCRB community outreach program shall seek to educate the public about the responsibilities and services of OIPA and functions of the BPCRB.

i) The DSO will provide staff support to and facilitate training for the BPCRB.

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ii) The BPCRB should endeavor to conduct meetings in varying locales, where feasible to increase exposure of its work to a wider array of community members.

G. Reporting

The BPCRB shall file quarterly reports of its activities with the DSO for distribution to the Board and shall prepare an annual report on its accomplishments and activities (including recommendations to improve BPD services) for presentation to the Board and the public.

H. Monitor Study Recommendations

The BPCRB shall report on the accomplishments and progress made by BPD in implementing recommendations resulting from periodic studies that may be conducted to look at departmental policies, procedures, practices, and training.

I. Public Statements

The Chair of the BPCRB shall be authorized to make public statements on behalf of the BPCRB regarding the role and processes of the BPCRB when an exigency to respond to an inquiry is presented.

J. Selection of the Chief of Police

The BPCRB (as well as the BART Police Associations) shall participate in an advisory role in the selection of the Chief of Police by interviewing finalist candidates.

K. Staff Support for the BPCRB

The DSO will provide staff support to the BPCRB including but not limited to the following:

- i) Facilitation of training for the BPCRB.
- ii) Preparation and maintenance of records of meetings of the BPCRB.
- iii) Distribution of reports by the BPCRB to the Board and the public.
- iv) Facilitation of the application process for appointment to the BPCRB and coordination of the selection and ratification processes with the Board.
- v) Provision of training including a curriculum designed for newly-appointed BPCRB members.
- vi) Provision and maintenance of an ongoing in-service training program.

Chapter 2-08 RELATIONSHIP BETWEEN THE BPCRB AND OIPA

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A. No less than monthly, the BPCRB shall receive reports from the IPA including the number and types of cases filed, number of open cases, the disposition of and any action taken on cases, recommendations for corrective/punitive action, including discipline and dismissals, and the number of independent investigations concluded by OIPA.

i) The report shall also include the number of cases being appealed either to OIPA by members of the public or by the BPCRB pursuant to the appeals process described in Chapter 1-04(B), above.

ii) OIPA reports to the BPCRB shall include all complaints received by OIPA, BPD, the BPCRB, DSO, and other District departments.

iii) This report shall also include the number of days that have elapsed between the date of the complaint and the report to the BPCRB.

iv) OIPA reports shall include the degree to which OIPA and BPCRB disciplinary recommendations were implemented by BPD.

B. The Chair of the BPCRB shall, for informational purposes, be promptly informed by the OIPA of all critical incidents involving BPD.

C. The BPCRB may report to the Board of Directors' Personnel Committee on the performance and effectiveness of OIPA.

D. The BPCRB (as well as the BART Police Associations) shall participate in an advisory role in the process of selecting all successors to the first IPA.

E. The BPCRB will participate in a regular program of community outreach and communication with the public, in conjunction with OIPA.

F. The BPCRB shall make forms available at BPCRB meetings to accept complaints and allegations of police misconduct from the public and shall forward any received complaints to OIPA for appropriate action.

Chapter 2-09 CONFIDENTIALITY OF RECORDS AND INFORMATION

Members of the BPCRB shall comply with all state and federal laws requiring confidentiality of law enforcement records, information, and confidential personnel records, and shall respect the privacy of all individuals involved.

Chapter 2-10 CODE OF ETHICS

The members of the BPCRB shall adhere to the National Association for Civilian Oversight of Law Enforcement (NACOLE) Code of Ethics.

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Chapter 3-01 OVERSIGHT SYSTEM EVALUATION

The Board, with input from the BPCRB, IPA, BART Police Associations, GM, DSO, complainants and the public will evaluate the BART Police citizen oversight structure every 3 years to determine whether the need exists to make changes and/or otherwise make adjustments to the system to improve its continued performance. These evaluations shall in no way be intended to eliminate the BART Police citizen oversight structure.

ADDENDA E

PSAC Public Comments Summary

Public Safety Advisory Committee

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ADDENDA E

Excerpts from PSAC Public Comments April 2021-January 2022

4/5/21

My public comment for the April 7, 2021, meeting of the public safety advisory committee, is that a more visible, if cheaper, security presence is needed on light rail trains and at their stations. I regularly ride these trains and have seen far too many instances of intimidating, threatening, destructive and otherwise improper behavior on these trains because no one was there to stop or deter it. While it might be cost prohibitive to hire more LA County Sheriff deputies to ride the trains or be present at the stations to prevent or discourage this misconduct, the committee should explore lower cost options to meet this need like hiring security officers. As much of the specified misconduct could be deterred by the simple presence of a cheaper but more prevalent security force, the option of creating and maintaining such a force should be seriously explored. – R.K.

4/5/21

I am a 75-year-old woman...My request is that the officers be on duty in the garage and walk from the platform into the garage when passengers disembark at night. -M.P.H.

4/6/21

It is time the end the partnership approach after 20+ years as fatally flawed...while not easy I believe bringing back the Metro Police is the best course....I wholeheartedly support the approach of having unarmed ambassadors and trained social workers handle safety, provide felt presence and meet the challenges of the unhoused not uniformed police. -D.G.

4/6/21

Sadly, I have grown more and more concerned about the state of security on both the Metro rail and bus systems. I used to tell all my friends that they should ride the Metro more. Then I stopped recommending the Metro to my female friends. And over the past few years, I stopped recommending it to anyone. I am a 6'3' 200lb male military veteran-and still 85% of the times that I board a bus or train, my self-defense radar is turned on for one reason or another. -A.B.

4/7/21

Hello PSAC, I want to take a moment to congratulate you on being chosen for the Public Safety Advisory Committee (PSAC). I have attached a video of a disturbing trend that has been reoccurring in our public transportation. On March 18, 2021, I was riding on the Metro redline subway to downtown Los Angeles. I noticed a male passenger who was yelling at other transit riders. I recorded the incident via smartphone. I attached the video for your viewing. As a transit rider, I am fearful for my safety and security while riding the Metro bus and subway. As you are all aware about the homelessness and mental-illness crisis we're facing in our city, this video shows the urgency of our social problems...We

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must find solutions to the homelessness and crime in public transportation. What can we do? Do we increase more police officers? Do we increase more Therapists and Crisis personnel? Do we do both?! What is the viable solution? Regards, -L.M.

4/21/21

I wish to comment on the safety of the MTA trains and buses I have ridden in the last 20 years....The last few years, I noticed the increased presence of the of the homeless at stations and the trains...I believe the MTA need to take action to eliminate the constant presence of the homeless...they just don't belong on the trains or stations if they are not paying. -D.R.

4/23/21

All elevators must be scrubbed down everyday and throughout the day as they stink from the urine and God knows what else and are a very serious health risk. -R.W.

4/30/21

I'm a little concerned. This is supposed to be Public Safety Advisory Committee, and this will be the third meeting, and there has been no actual talks of steps taken to increase public safety...If Metro is ever going to recover and offer a public transit system worthy of the second largest city in the country, and the largest county, it needs to stop being a rolling homeless encampment and sexual harassment zone that everyone with choices takes steps to avoid if at all possible. It needs to be a clean, safe, and enjoyable means of getting around the greater metro area for people of every age, race, color, creed and disability level, not just the transit of last resort for those who have no other choice and feel they must take the risk of being victimized to get where they need to be. – J.B.

4/30/21

Instead of enforcement officers on the platforms they need to be on the train. Passengers should not need to police behavior. There are passengers who defy any rule an perhaps cameras could do the job.

-M.M.

5/4/21

As I write this someone was just assaulted at Wilshire/Vermont metro station...I take this train everyday. The ride from Union Station through downtown Los Angeles is extremely dangerous. In the past week I have noticed that Union Station has begun to remove transients (after a year of NOT doing so) and has someone in a Yellow Vest standing at the turn stiles where you pay. Just this simple act keeps people who do not pay and are more likely to assault riders from boarding the trains...Public Safety should mean PHYSICAL SAFETY when riding the trains. PLEASE ADDRESS OUR PHYSICAL SAFETY... Please do something to protect people from PHYSICAL violence on the metro.- H. W.

5/18/21

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I worry that the good intentions of many of the members of this committee are influenced by the privilege of never having been assaulted while riding Metro. I urge the members of this committee to please LISTEN and ELEVATE the voices of those members who HAVE witnessed and personally experienced physical and sexual violence while riding Metro...There are too many idealistic, albeit well-meaning, views expressed during those meetings in regard to policing and homelessness that prioritize the rights of the unhoused over the rights over the physical safety of riders and this is worrisome to those of us who have to ride Metro everyday for work, particularly women. – F.S.P.M.

5/18/21

Simply requiring that riders show proof of fare would immediately lower the percentage of physical and sexual assaults that happen weekly, maybe even daily on the metro. Contrary to what one of your members stated, METRO is NOT a public space like a sidewalk or a park or a library. The public has to PAY to ride. Those of us who budget to pay for our monthly passes cannot understand why people who pose a physical threat to metro customers are allowed to ride for free. – H.W.

5/20/21

The homeless are riding the subway back and forth as a place to stay. Subway is definitely not clean. Please allow the authorities to do their jobs and keep the paying commuters safe. Why am I paying when there are no repercussions for not having a ticket? -J.K.

5/25/21

If people don't feel safe, they won't ride. A system that feels safe and clean is the best way to retain and expand ridership. The solutions to this are relatively straightforward: Enforce fares, remove dangerous, unsanitary and blatantly intoxicated people from the trains, put officers on every platform and every train, they should switch cars on every stop. Create a visible security presence, install cameras and prosecute criminals. I know many (women in particular) who used to ride metro who have gone back to driving because of the harrowing experiences they've had. It's shameful. Have the guts to fix it despite the predictable outcry from activists who probably don't ride the trains.

5/31/21

I would urge the Public Safety Advisory Committee to work with the new LA Metro CEO to increase efforts at providing a positive experience and safe environment while riding Metro. On May 30, there was another incident where a man, possibly unhoused, lit a marijuana joint while riding maskless on Metro Rail. – M.W.

6/14/21

Metro must prevent violent people and drug use and there is police response and actions. Prevention matters. We see less police on trains and at stations. It is concerning and scary to see more crime. People skip paying fare and no one stops them. Some of my coworkers stopped riding because they

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felt unsafe and tired of being harassed by other riders...what is Metro and PSAC doing about this?
When we saw more police, we felt safer. Now we feel like we are on our own. – V.S.

6/14/21

I recently learned that this group will be reviewing police o the Metro. Over the last few years I see less and less law enforcement on the metro. But I see plenty of crime. -T.K

6/15/21

I can't believe how much worse it got in the past few years. Does anyone from Metro actually ride the trains?...I will not come back until you take my safety seriously! We need more cameras, more emergency call boxes, more security, more cops! - T. J.

6/15/21

I am against the idea of “defunding” public safety. I am against the notion of “defunding” for Metro and my own community policing programs...While many of the programs promoted by organizations seeking to defund police are worthy efforts, none of them should come at the expense of adequate, professional policing services chosen by our community. - Duarte City Council Member

6/15/21

I am against the idea of “defunding” public safety and specifically against any concept of “defunding” for Metro and my own community policing programs...While many of the programs promoted by organizations seeking to reallocate resources away from policing are worthy efforts, none of them should come at the expense of adequate, professional policing services for residents. - Hawthorne City Council Member

6/16/21

I am against the idea of “defunding” public safety. I am against the notion of “defunding” for Metro and my own community policing programs...While many of the programs promoted by organizations seeking to defund police are worthy efforts, none of them should come at the expense of adequate, professional policing services chosen by our community. – Norwalk City Council Member

6/16/21

I am totally against defunding public safety on our transit lines. If people do not feel safe they will not ride the Metro and this idea will totally backfire. Please do not adopt that platform.
- Rosemead City Council Member

6/16/21

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I would respectfully request that the Metro Board of Directors carefully consider the recommendations that will be forthcoming from the PSAC...Defunding the brave men and women who are sworn to protect riders...is a recipe for disaster. -T.Q.

7/6/21

It does not appear that there is a single police officer or prosecutor on the public safety advisory committee? Has an attempt been made to include their views? -K.G.

7/6/21

Please do something about crime on the blue line. The people that go to work need protection from criminal and homeless people....if you work late you take your life in your hands at night on the blue line....THE TRAIN IS MEANT for legit purposes...not to drink, do drugs, sex, physical beatings, etc. Someone with authority at Metro must care about people that JUST WANT TO WORK without being hurt. -S.S.

7/6/21

Consider PC832 (POST Certified) inspectors with extensive training on mental/emotional disorders instead of law enforcement...Law enforcement is too intimidating and inspectors without firearms will provide the necessary authority for 99% of the issues. -A.A.

7/7/21

I believe that we need a combination of Law Enforcement and Mental Health personnel to address problems while using the Metro subway system. There has been a lot of instances in which some individuals will behave criminally, and others may need mental health intervention. This is why people are reluctant to take the Metro system because of a lack of Security and Public Safety. We need to address both, crimes and mental health issues at Metro. -L.M.

7/19/21

The "homeless" drug users are becoming a threat to civilians using the Metro for transit purposes, as their highly volatile and dangerous behavior on the buses and trains are of concern for public safety. My children travel with me on Metro, as it is our only source of transportation, and we have witnessed attacks on other riders, as well as open drug use (passing of crack pipes, in trains mostly). Homeless sex offenders also use the bus...This is causing many people to no longer use Metro as a form of transit and those of us who have no other alternative but to use Metro, are constantly anxious and rather fearful to do so. Something needs to be done to support the riders (including children) to ensure they have access to safe public transit. -S.P.

7/21/21

I came to the U.S. to have a better life 20 years ago because my country was no longer safe...Metro changes (have) made it scary to be on the train by myself. Before having a police officer around made

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me feel safe and taken care of. I feel betrayed that the government that is supposed to protect honest people like me now seem to care more about criminals and their rights. What about my rights and the rights of women like me who don't want to be harassed, haggled, groped, or raped? Please start thinking about people like me, your daughters, your sisters, wives, mothers, and other women that you care about. – A.S.

8/18/21

You claim to be a committee made up of riders that represent the community. You set up a number of ad hoc committees that meet behind closed doors with no public oversight...plus when your report outs do happen they are watered down...you are hiding real discussions and debate from the public so you can push your agenda. – J.M.

9/15/21

I've been a downtown urban planner for the past 10+ years and I've been a bike commuter, transit rider and walker in cities such as DC, NY, and Denver. I moved to LA in early 2020 and chose my apartment because it was located near the metro expo line to easily get to DTLA and Santa Monica...However, right now I no longer feel safe or comfortable taking the metro trains....so fewer eyes on the train so to speak, no security officers on board, the feeling of lawlessness/anything goes, etc. It is so disappointing. I do want to start going to DTLA to work at the office, but I'm not going to take metro anymore. Last week, I bought a car (the first time in years that I've owned a car). And now, I'm another driver on LA's freeways. -C.J.

9/15/21

On all the subway rides someone was smoking-vaping, smoking pot, or smoking glass bowls of some controlled substance...on several trips there were out of controls homeless people having psychological meltdowns...I am not sure I will ride the Red Line again given the lack of safety. In the past I rode this line with little or no problems...what is going on? Does LAPD patrol the metro lines as they did in the past? -S.D.

10/12/21

I am a metro rider. I was attending safety committee meeting open to the public earlier in the year but became demoralized after realizing that half the committee were...more concerned with the rights of the "unhoused" than the safety of metro customers. – H.C.

10/18/21

My 17-year-old takes the Metro Gold Line from Memorial Park to City of Hope stop to attend CS Arts in Duarte. She's had several incidents in which she was approached or subjected to lewd behavior...it would be helpful if there was a visible officer on...to mitigate these uncomfortable and possibly dangerous encounters. -C.M.

11/9/21

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I would like to share with you feedback about the complete lack of metro personnel patrolling inside the metro cars...My partner takes the metro every single day to commute from Union Station to Pasadena...the metro is filled with people openly using drugs, homelessness, and excessive dirtiness. She has also witnessed violent fights and harassment of innocent riders. This is absolutely unacceptable. How does the Metro expect the community to adopt this form of transportation when such a horrific environment exists? We use the Metro because we try to be the change we want to see in our city, but it is becoming more and more difficult to justify this mode of transportation. We also pay to use the metro and are entitled to a clean and safe metro environment. It is the obligation of Metro to enforce the rules and safety promises made to the community. -A.N.

12/6/21

I take the EXPO line to work and every time I take it, it is filled with homeless people and people with mental illness. Some of them lash out and I have to stand there and hope I don't get injured. I don't feel safe at all. The train smells like feces and urine, with people smoking cigarettes, meth, shooting up heroin, masturbating under blankets, etc....what is being done about this? I don't even see professionals on the train anymore, it's all homeless! Have you seen the train stops? Has anyone? - M.M.

ADDENDA F

PSAC Mission Statement

ADDENDA F

PUBLIC SAFETY ADVISORY COMMITTEE

Metro Public Safety Mission And Values Statements

Mission Statement:

Metro safeguards the transit community by taking a holistic, equitable, and welcoming approach to public safety. Metro recognizes that each individual is entitled to a safe, dignified, and human experience.

Value Statements:

Implementing a Human-Centered Approach

Metro commits to pursuing a human-centered approach to public safety. This means working in partnership with historically neglected communities to build trust, identify needs, and create alternatives to traditional law enforcement models.

Emphasizing Compassion and a Culture of Care

Metro commits to treating all transit riders, employees, and community members with dignity and respect. The key pillars of our approach to public safety are compassion, kindness, dependability, and fair treatment for all.

Recognizing Diversity

Metro commits to recognizing and respecting the wide range of people and communities we serve. Metro will work with transit riders, community members, families, neighborhoods, and historically underserved groups to identify needs and tailor public safety approaches.

Acknowledging Context

Metro understands that neglected communities have disproportionately endured the negative effects of systemic inequalities. Historically, institutions have excluded these same groups from decision-making. Metro's approach to public safety recognizes this context and seeks reparative models to minimize harm and promote inclusion.

Committing to Openness and Accountability

Metro's commitment to public safety recognizes that the agency must operate with the highest ethical standards, prioritize transparency, and rely on community-defined accountability measures.

ADDENDA G

PSAC Consultants and Panel Bios

Public Safety Advisory Committee

Impact Evaluation Report

ADDENDA G

The Evaluation team assembled an external panel of subject-matter experts and community members to participate in the focus groups, share their key observations and provide input into the final report.

Wanda Dunham- An accomplished, celebrated, and effective 21st-century leader who is widely recognized for developing effective community public safety models. With over 30 years of distinguished law enforcement experience, Wanda is a proven subject matter expert in the field of transportation security who skillfully and collaboratively drives initiatives within high-risk, high demand, large city, and multi-county environments.

Sandra Bethea- A Los Angeles native, Sandra is results-driven and community focused when it comes to project management, strategic planning, evaluation, and community development planning. She has over 20 years of multifaceted social service and leadership experience in developing community-based programs, strategic planning, program evaluation and fiscal management in the areas of transit operations, safety and security, education, and health equity.

Edna Parra- As program manager, communications and community engagement expert, Edna has led community committees and a coalition throughout her career - from education to health care and now for public safety - her strong relationship-building and communication skills have led her to build strong committees that drive change. Edna currently serves as the PSAC Coordinator for Capital Metro in Austin, Texas.

Bill Greene- Bill has over 31 years' experience in local government auditing. He is currently the City Auditor for the City of Tempe, AZ where he manages an office that conducts audits, consulting engagements and investigations for city policy makers and stakeholders. Prior to his appointment in Tempe, he was the City Auditor for the City of Phoenix where he had a 28-year career managing and conducting audits of all City operations, including public safety.

Herbert W. Franklin- Lieutenant Colonel Franklin is a LAMETRO transit commuter who resides in Long Beach, California. He brings technical, community, and leadership insights to the panel as a Acquisition Program Strategist for Air Force Launch Enterprise Directorate for Mantech International and over thirty years of leadership and service as the Sr. Contracting Management Officer for the Pacific Command.

Alfred Rodas (Technical Advisor)- Alfred Rodas is a Senior Director with Metro's Management Audit Services Division. Mr. Rodas is a Certified Public Accountant, a Certified Internal Auditor, and has worked in local government in Los Angeles for over 20 years.

ADDENDA H

Summary of Metro Costs

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ADDENDA H

Summary of Metro Costs Associated with Supporting the PSAC

Metro Staff Costs (April 21 - April 22)	
PSAC General Committee Meetings: 25 meetings	\$28,442.50
PSAC Ad-Hoc Subcommittee Meetings: 64 meetings	\$45,437.76
PSAC OCEO Weekly Check-In: 36 meetings	\$7,561.98
Metro + PSAC Facilitator Weekly Check-In: 56 meetings	\$26,505.36
PSAC Project Team: 56 weeks	\$157,458.56
Subtotal: Metro Staff Costs	\$265,406.16
Other Costs:	
Facilitator Contract Value	\$371,020.60
Translation Services	\$23,156.25
PSAC Member Compensation – Regular Rate	\$89,370.00
PSAC Member Compensation – Alternate Rate	\$15,924.00
Subtotal: Other Costs	\$499,470.85
Projected Total (see note 1 below)	\$764,877.01

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PSAC Staff Labor Costs				Summary					
PSAC General Committee Meetings				Staff Hours	Staff Cost	# of Meetings/Weeks	Staff Hours Total	Staff Cost Total	
Personnel	Hourly Salary (Mid-Point)	Hours	Total						
Manager of Transportation Planning	\$56.78	2	\$113.56	PSAC General Committee Meetings: 25 meetings (April 21 - April 22)	12	\$1,137.70	25	300	\$ 28,442.50
Chief Safety Officer	\$134.06	2	\$268.12	PSAC Ad Hoc Subcommittee Meetings: 64 meetings (April 21 - April 22)	7.5	\$ 709.97	64	480	\$ 45,437.76
Executive Officer, SSLE	\$55.54	2	\$191.08	PSAC CEO Weekly Check-In: 36 meetings (Aug 21 - April 22)	2	\$ 210.06	36	72	\$ 7,561.98
Chief of Staff	\$110.05	2	\$220.10	Metro + PSAC Facilitator Weekly Check-In: 56 meetings (April 21 - April 22)	5	\$ 473.31	56	280	\$ 26,505.36
Sr Dir Special Projects	\$76.88	2	\$153.76	PSAC Project Team: 56 weeks (April 21 - April 22)	68	\$ 2,811.76	56	3,808	\$ 157,458.56
Deputy Chief of Staff	\$55.54	2	\$191.08					4,940	\$ 285,406.16
	Labor per meeting:	12	\$1,137.70						
PSAC Ad Hoc Subcommittee Meetings									
Personnel	Hourly Salary (Mid-Point)	Hours	Total						
Manager of Transportation Planning	\$56.78	1.5	\$85.17						
Chief Safety Officer	\$134.06	1.5	\$201.09						
Chief of Staff	\$110.05	1.5	\$165.08						
Sr Dir Special Projects	\$76.88	1.5	\$115.32						
Deputy Chief of Staff	\$55.54	1.5	\$143.31						
	Labor per meeting:	7.5	\$ 709.97						
PSAC CEO Weekly Check In									
Personnel	Hourly Salary (Mid-Point)	Hours	Total						
Manager of Transportation Planning	\$56.78	0.5	\$28.39						
Chief Safety Officer	\$134.06	0.5	\$67.03						
Chief of Staff	\$119.22	0.5	\$59.61						
Sr Dir Special Projects	\$110.05	0.5	\$55.03						
	Labor per meeting:	2	\$210.06						
Metro + PSAC Facilitator Weekly Check In									
Personnel	Hourly Salary (Mid-Point)	Hours	Total						
Manager of Transportation Planning	\$56.78	1	\$56.78						
Chief Safety Officer	\$134.06	1	\$134.06						
Chief of Staff	\$110.05	1	\$110.05						
Sr Dir Special Projects	\$76.88	1	\$76.88						
Deputy Chief of Staff	\$55.54	1	\$55.54						
	Labor per meeting:	5	\$473.31						
PSAC Project Team									
Required Personnel	Hourly Salary (Mid-Point)	Hours/Wk	Total						
Manager of Transportation Planning	\$56.78	20	\$1,135.60						
Admin Analyst	\$34.92	40	\$1,396.80						
Admin Analyst	\$34.92	8	\$279.36						
	Labor per week:	68	\$2,811.76						

ADDENDA I

PSAC Charter



**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY**

**PUBLIC SAFETY ADVISORY
COMMITTEE**

(PSAC)

CHARTER & BY-LAWS

Los Angeles County
Metropolitan Transportation Authority

**PUBLIC SAFETY ADVISORY COMMITTEE
(PSAC)**



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Section 1 Revision Record

Revision date	Draft #	Pages/sections affected	Comments
5/12/2021	1.1	Pg. 16, Sec. VI.C "Voting"	Updated section to reflect the process agreed to by committee members during Meeting #3.
5/27/2021	1.2	Pg. 7, Sec. 4 – "Policy Statement and Executive Approval," Paragraph 4.	Suggestions were incorporated in part. The final policy Statement will be reviewed by the incoming Metro CEO and represents Metro's executive vision of the role, function and purpose of the PSAC as Metro's executive leadership is tasked with implementing Metro Board Policy.
6/3/2021	1.3	Pg. 17, Article X, "Amendments to Charter & Bylaws."	Updated section to reflect the process agreed to by committee members during Meeting #5.

Section 2 Handling Instructions

1. The title of this document is the Los Angeles County Metropolitan Transportation Authority (LACMTA) Public Safety Advisory Committee '(PSAC) Charter & By-laws.'
2. This promulgation of this PSAC Charter & By-laws will occur subsequent to the review approval of the PSAC membership by a majority vote.
3. External requests for information related to this Charter & By-laws will be managed by Metro Records Management.
4. LACMTA is the Authority for this document, which will conform to Metro values, policies, and procedures. Any changes to this document will require the approval and sign-off by Metro's designated authorities described herein.
5. All recipients of this document should safeguard, handle, transmit, and store it in a manner that provides assurance that unauthorized persons do not gain access.
6. Requests for interpretation of this document, additional copies, and suggestions for changes should be addressed to the Metro System Security and Law Enforcement Department (SSLE):

2.1.1.1 *Executive Officer/Deputy Chief A. T. Greene*
System Security and Law Enforcement
213.922.2599
E-mail: GreeneA@metro.net

2.1.1.2 *Imelda Hernandez, Manager, Transportation Planning*
System Security and Law Enforcement
213.922.4848
E-mail: HernandezIm@metro.net

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Section 4 Policy Statement and Executive Approval

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Professional and effective safety, security and law enforcement practices are essential considerations to this mission as it markedly impacts the customer experience. As security is a priority, reimagining public safety to ensure community engagement is also part of Metro's responsibility to ensure the highest practical level of safety for both passengers and employees.

On this matter, Metro fully embraces the creation of a Public Safety Advisory Committee (PSAC) recommended by the Metro Board of Directors in June 2020 and now effectuated by the promulgation of this PSAC Charter & By-laws. PSAC will support the creation of new ideas about how to provide effective security in transit and to reimagine approaches to public safety for maximum effectiveness. To promote an atmosphere of universal safety for all, the PSAC will provide a valuable community perspective, leading to direct recommendations to Metro.

Building on principles emanating from 21st Century policing pillars and focusing on community-oriented policing and a problem-solving approach, Metro will work with the PSAC to foster more opportunities to build trust with its ridership toward developing a community-based approach to public safety. By influencing programs, resource allocations, policies, training, education, and recruitment, the PSAC's contributions will support the enduring mission of instituting a security and law enforcement culture that denotes safety, respect, transparency, stark professionalism, and direct accountability in alignment with Metro's values.

As Metro continues to provide leadership in innovative and creative ways to meet the needs of its ridership community, the PSAC introduces an exemplary model for shaping transit security and represents a significant leap forward toward an improved customer experience.

[This executive approval will be subsequent to the ratification of this Charter and Bylaws by a majority vote of the PSAC.]

**APPROVALS:
SUBMITTED BY:**

Aston T. Greene Digitally signed by Aston T. Greene
Date: 2021.06.08 13:34:42 -07'00'
Aston T. Greene
Executive Officer/Deputy Chief
System Security and Law Enforcement

6/8/21

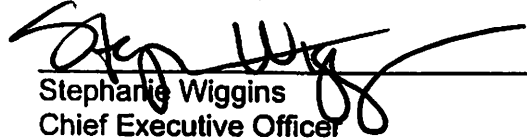
Date

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REVIEWED BY:

<u>Judy Gerhardt</u> Digitally signed by Judy Gerhardt Date: 2021.06.08 17:11:54 -07'00'	6/8/21
Judy Gerhardt Chief, System Security and Law Enforcement Officer System Security & Law Enforcement	Date
<u>Jonaura Wisdom</u> Digitally signed by Jonaura Wisdom Date: 2021.06.09 11:27:05 -07'00'	6/9/21
Jonaura Wisdom Chief Civil Rights Officer Office of Civil Rights & Inclusion	Date
<u>Yvette ZR Rapose</u> Digitally signed by Yvette ZR Rapose Date: 2021.06.09 12:55:51 -07'00'	6/9/21
Yvette ZR Rapose Chief Communications Officer Communications	Date
<u>Elba Higueros</u> Digitally signed by Elba Higueros Date: 2021.06.10 14:48:57 -07'00'	6/10/21
Elba Higueros Chief of Staff (Interim) Board Relations, Policy & Research	Date
<u>KeAndra Cylear Dodds</u> Digitally signed by KeAndra Cylear Dodds Date: 2021.06.13 16:26:20 -05'00'	6/10/21
KeAndra D. Cylear Dodds Executive Officer, Equity and Race Chief Executive Office	Date
<u>Aaron Weinstein</u> Digitally signed by Aaron Weinstein Date: 2021.06.14 14:18:35 -07'00'	6/14/21
Aaron Weinstein Executive Officer, Customer Experience Chief Executive Office	Date

APPROVED BY:

 Stephanie Wiggins Chief Executive Officer LACMTA	6/30/21 Date
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Section 5 Charter & By-laws of the LACMTA

Article I: Purpose

The primary purpose of the PSAC is to conduct an independent and impartial review of the 2020 Metro Board's Motions number 35, 37, & 37.1 (*Exhibits 1.1, 1.2, & 1.3*) and the subsequent 2021 Board Motions 26.1 and 26.2. (*Exhibits 1.4 & 1.5*) The PSAC will then provide recommendations related to the motions, which will advise the agency's response and progress toward meeting those delineated objectives.

Article II: Mission & Objectives

The mission of the PSAC, in accordance with its purpose, is to provide valuable and thoughtful community perspectives to Metro staff concerning safety, security, and law enforcement and its role in the public transit environment. The PSAC will address the Board's objectives, identified below, and work in collaboration with the Facilitator & Metro staff to provide recommendations to Metro staff to improve Metro's future safety, security and law enforcement program designs.

Objective 1

In partnership with the Office of Civil Rights & Inclusion, Executive Officer for Equity & Race, Communications, and the Executive Officer of Customer Experience, the PSAC will develop recommendations in support of a community-based approach to public safety on the transit system, including but not limited to:

1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles
2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations
3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas
4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives
5. Education about and expansion of fare discount programs and fareless system initiative
6. Outreach and services for unhoused individuals
7. A shift of resources from armed law enforcement to the above strategies

Objective 2

Provide input when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal

Objective 3

Review the Customer Code of Conduct and provide feedback

Objective 4

Develop a new mission and values statement for transit policing

Objective 5

Respond to customer service surveys relating to safety and security

Objective 6

Board Motion 26.1 File #: 2021-0187:

Related to discussions on whether to amend Metro's existing Transit Law Enforcement Services contract, the Chief Executive Officer has recommended that even greater expectation be placed on PSAC members to meet over the next six months [April – October 2021] and present a set of recommendations on Transit Law Enforcement Services. *Due by October 31, 2021.*

Objective 7

Board Motion 26.2 File #: 2021-0190:

In relation to Metro's law enforcement contract and alternative investments in public safety strategies, develop and finalize PSAC recommendations for those alternatives, due by the end of the year in order to begin implementation by January 2022.

Objective 8

Board Motion 26.2 File #: 2021-0190 (Section A:1: f):

Recommendation for \$3 million for pilot safety strategies on board buses.

Objective 9

Board Motion 26.2 File #: 2021-0190 (Section A:2:3):

Recommendation for \$3 million for pilot homelessness strategies on board buses.

Objective 10

Board Motion 26.2 File #: 2021-0190 (Section C):

Provide program design and implementation feedback on all of the following initiatives:

1. \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the San Francisco Bay Area Rapid Transit (BART) program
2. \$1 million for elevator attendants at stations
3. \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations
4. \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system
5. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors
6. \$2 million for short term shelter for homeless riders

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7. \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services
8. \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness

In support of achieving these objectives, the Facilitator will provide a 'master workplan' to aid the PSAC in meeting these expectations and providing the deliverables in the form of recommendations.

Article III: Membership & Structure

- A. **Community Members:** The PSAC will consist of fifteen community members with three ex officio (non-voting) Metro employees who regularly ride Metro's system and/or possess a demonstrative affiliation with the Metro system and can provide substantive input to the PSAC deliberations. Metro Administrative Staff (MAS) has facilitated and will continue to facilitate the membership process. The MAS will ensure that it is consistent with the Board's guidance that it is representative of advocates for racial justice, equitable transportation, and/or public safety reform, law enforcement experts, mental health providers, or experts, and/or social service providers or experts. Incorporating the existing Community Safety & Security Working Group, the selection of the PSAC membership will underscore diversity and inclusion of both observable and non-observable characteristics of ridership demographics to maximize ridership representation. MAS will complete the initial application and selection process with these intentions, and the PSAC membership will be actively in place by April 30, 2021.
 - a. **Alternate members:** MAS will select a group of non-voting 'alternate members' consisting of three community members and two Metro employee members who will support the PSAC membership in the event of vacancies due to resignation or removal from the PSAC.
- B. **Prohibitions on Membership:** No member of the PSAC can hold any public office or be a candidate for any public office. No member of the PSAC shall be a relative of Metro from the departments represented by the Metro Administrative Staff.
- C. **Voluntary:** Participation on the PSAC is voluntary. *PSAC Membership will be eligible for stipends, consistent with Metro's policies for financial support for external committee involvement. (Metro employees serving ex officio are required to arrange for participation logistics [i.e., compensation, schedules, etc.] through their management.)* PSAC members will not be reimbursed for costs and expenses connected with their participation on the PSAC, except that PSAC members will be offered a Metro TAP card that is reloaded monthly with funds to be used for travel to/from PSAC meetings or other duties associated with PSAC activities.
- D. **Attendance & Tardiness:** If a PSAC member has more than three unexcused

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absences in a row, the PSAC Facilitator shall notify MAS. An unexcused absence is an absence that is unanticipated and with no communication to PSAC membership or the MAS. MAS will consider these unexcused absences to be an effective resignation from the PSAC and shall nominate a new member to fill the vacancy on the PSAC from alternates. Tardiness shall be considered being unavailable for PSAC meetings after fifteen minutes of beginning the meeting. Three incidents of tardiness will be administratively equivalent to one unexcused absence.

- E. **Training:** All PSAC members shall successfully complete any training requirement by Metro as a condition for membership on the PSAC. Training curriculums and guidance will be provided in addition to any support required to assist PSAC members in achieving completion.
- F. **Conflicts of Interest:** PSAC members shall avoid conflicts of interest. PSAC members shall not participate in, vote on, or otherwise influence any decision in which they have a conflict of interest. PSAC may also adopt a code of conduct for its members consistent with this section.
- G. **Terms & Conditions:** The term of the PSAC and its membership shall be from March 31, 2021, until June 30, 2022. PSAC membership may be exposed to 'Sensitive Security Information (SSI),' and therefore will be required to sign Non-Disclosure and Confidentiality Agreements.
- H. **Removal and Resignation:** A PSAC member may be removed from the PSAC for the following reasons as determined by a majority vote of the PSAC membership: (a) misconduct, including without limitation harassing or abusive behavior toward other PSAC members or Metro employees; (b) being neglectful of his/her PSAC assigned duties; (c) being excessively or unjustifiably absent or late for PSAC meetings; (d) misconduct outside his/her duties as a member of the PSAC which brings ignominy to the PSAC and/or Metro; or (e) releasing unauthorized or Sensitive Security Information (SSI) to the public or anyone outside of the PSAC or violating the PSAC NDA; or (f) violation of established PSAC codes of conduct. The Facilitator and/or the MAS may immediately remove a PSAC member pending the vote of the PSAC membership. The CEO will have the final Authority for review if appealed through a request from the PSAC membership, Facilitator or MAS.

Any member of the PSAC may resign from the PSAC at any time by delivering written and signed notice of the resignation to the PSAC Facilitator or Metro Administrative Staff. The resignation shall be effective upon receipt.

- I. **Structure:** To foster membership collaboration, networking, and facilitated discussion, but with gravitation toward PSAC objectives and deliverables, a Matrix

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organization structure is established. This structure will support ease of communication and open discussion but will emphasize efficiency. The Matrix structure of the PSAC will support adherence to the Brown Act [see Article VI] and a professional facilitator with key functions supported by MAS. Components of the PSAC organization structure shall include but is not limited to the following:

- a. Metro Administrative Staff (MAS) including representatives from the following departments:**
 - i. Chief of Staff
 - ii. Chief Policy Officer
 - iii. Chief Communications Officer
 - iv. Chief Civil Rights Officer
 - v. Chief of System Security & Law Enforcement Officer
 - vi. Executive Officer of Equity & Race
 - vii. Executive Officer of Customer Experience
 - viii. Executive Officer/Deputy Chief of SSLE
 - ix. Deputy Executive Officer of Community Relations
 - x. Deputy Executive Officer of SSLE
 - xi. PSAC Coordinator
- b. PSAC Facilitator**
- c. PSAC Steering Committee [See Article IV] (suggested):**
 - i. Chair
 - ii. Vice-Chair
 - iii. Secretary
- d. PSAC Teams (suggested)**
 - i. Board Motions Review & Recommendations
 - ii. Law Enforcement & Security Resources
 - iii. Outreach to People Experiencing Homelessness
 - iv. Alternatives to Law Enforcement
 - v. Transit Spaces, Ambassadors & Vending & Public Education
 - vi. Code of Conduct

*(*Teams are subject to the approval of the PSAC membership)*
- e. PSAC Ad Hoc Committees (suggested)**

(As determined by the PSAC membership, Ad Hoc Committees may be formed to study and make recommendations on a specific issue or take a specific action on behalf of the PSAC. [see Exhibit 2.1 PSAC Organizational Structure])

Article IV: Officers Establishing the PSAC Steering Committee (suggested)

This Charter establishes the PSAC Steering Committee, which is a standing committee responsible for ensuring the PSAC purpose and mission are achieved. The Officers' duties are described as follows:

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- 1) Chairperson:** The Chairperson shall preside at all meetings of the PSAC and shall exercise and perform the functions and duties as may be assigned by the PSAC and prescribed herein. (In the absence of the Chair, the Vice-Chairperson will preside at all meetings and/or can assist the Chair in this function as requested.) The Chair shall be responsible for ensuring that the PSAC purpose and objectives remain the focus of PSAC functions toward recommendations.

- 2) Vice-Chairperson:** The Vice-Chairperson shall perform the duties of the Chairperson in his or her absence, and when so acting shall have all the powers of and be subject to all the restrictions of the Chairperson. The Vice-Chairperson shall also support functions assigned by the Steering Committee.

- 3) Secretary:** The Secretary shall support the Facilitator as necessary to keep the meeting's agenda moving forward. The Secretary will ensure adherence to the Brown Act requirements and associated parliamentary rules during meetings to assist the Facilitator with public comments and related activities for the PSAC.

Article V: PSAC Facilitator

The PSAC Facilitator shall serve in support of the PSAC and will report directly to the MAS, who will manage and administer the Facilitator's contractual obligations and scope of work. Until the establishment of the PSAC Steering Committee, the Facilitator will fulfill all functions as necessary to support the PSAC purpose and mission. The Facilitator will serve as the central point of contact between the PSAC and MAS and shall remain accessible to the PSAC members during regular business hours, providing functional duties including, but not limited to the following:

1. Support with coordinating transit, public safety, and law enforcement training and education for PSAC membership; and all application documents and required forms for record
2. Support updates on PSAC progress;
3. Establish a detailed workplan for PSAC to achieve their objectives
4. Provide technical writing and administrative support for PSAC activities (e.g., elections, reports, etc.) and documentation;
5. Serve as the central point of contact for both PSAC and Metro staff regarding any issues or concerns related to the PSAC (i.e., resource needs); and
6. Ensure professionalism, objectivity, business etiquette, and effective business meeting practices are maintained in adherence with this PSAC Charter & By-laws.

With marked impartiality, the Facilitator will support the development of the PSAC recommendations, the schedule to achieve those recommendations in written form, and provide regular progress updates to fulfill all contract obligations as directed by the MAS. The Facilitator will also be held accountable for PSAC adherence to this Charter & By-

laws.

The role of the Chair, Facilitator and Steering Committee shall not be in conflict but complementary. The Chair and Steering Committee will not encroach on the duties and responsibilities described in the Facilitator's scope of work, and where matters are not defined in the scope of work, it will devolve to the PSAC membership for determination.

Article VI: Meetings

A. Ralph M. Brown Act:

- a. All PSAC meetings shall be called, noticed, and conducted in the manner prescribed by Section 54952.3 of the Government Code (the Ralph M. Brown Act). In addition, 'Roberts Rules of Order' shall be the PSAC parliamentary authority for conducting official business (i.e., voting)
 - i. Note: The **Brown Act** mandates that agendas for regular meetings allow for two types of **public comment** periods. The first is a **general audience comment** period, which is the part of the meeting where the **public can comment** on any item of interest that is within the subject matter jurisdiction of the local agency. The second is affording the public to comment on specific agenda items. PSAC will support the public comment at the end of meetings and comment on each item once submitted in advance of the scheduled meeting in a manner prescribed by the Chair.
 - ii. All Public comments will be limited to one (1) minute per person.

B. Meetings, Agenda Notice, and Quorum: The PSAC shall hold a regularly scheduled meeting of the entire PSAC membership twice a month. The PSAC Steering Committee is the only standing committee established by this Charter & By-laws. All additional meetings (e. g., seminars, briefings, training, site-visits, sub-committee, and ad hoc committees) will be determined by the PSAC membership in coordination with MAS. All meetings should be scheduled based on the established calendar of monthly meetings to be communicated to the PSAC in advance.

- a. **Agenda:** All matters to be placed on the agenda for the bi-monthly PSAC meetings may be submitted or recommended to the Facilitator by any member of the PSAC for approval by the PSAC Steering Committee by ten business days before the meeting date and posted seventy-two hours before the meeting. Minimally, agenda items should include the following:
 - i. Call to Order
 - ii. PSAC Check-In
 - iii. General Public Comment
 - iv. Adjournment

LACMTA Public Safety Advisory Committee

- b. **Quorum:** For the general PSAC meetings, a majority of the fifteen voting members (eight voting members) shall constitute a quorum. For the PSAC Steering Committee meetings, a majority of the Steering Committee (2 members) plus the Facilitator shall constitute a quorum for the transaction of business.
- C. Voting:** PSAC will make business decisions using a hybrid model that incorporates both consensus and majority rule decision making. The process steps are: (1) Discussion of the topic, (2) Proposal of an intervention, policy, or action (with this proposal coming from a PSAC ad-hoc sub-committee), (3) Testing for consensus using degrees of agreement, (4) Modifying the intervention, policy, or action if PSAC members raise concerns. (5) Finalizing this decision through a simple majority vote. (6) Reflecting on the decision later in the PSAC process, based on Metro Board action. ii) Step 6 "Reflect" to calibrate the PSAC's process based on Metro Board actions. The Facilitator shall ensure present and absentee votes are recorded in minutes and consistent with Brown Act stipulations and parliamentary procedure. In addition, a "minority report" will be drafted where dissenting opinions are recorded in the public record.
- D. Presence for a vote** shall be considered in person or in the approved virtual environment during a scheduled meeting, verified by Facilitator. LA Metro will take PSAC recommendations into account and will exercise the final executive decision model.
- E. Elections** The Facilitator will support the PSAC Steering Committee's election as the first order of business to be placed on the agenda at the earliest PSAC meeting. Subsequently, if applicable, all nominations and elections will occur so that the PSAC Steering Committee (if applicable) will be in place no later than the third PSAC regular meeting after the Charter and Bylaws are approved. A second election for all positions will be held again at the mid-point month of the PSAC term, or as determined by a majority of the PSAC and MAS.

Article VII: Training

PSAC members may be required to take relevant Metro training to support their PSAC commitments. The Facilitator will coordinate with the MAS for training requests and needs. The training will be determined as necessary by the MAS.

PSAC members may participate in site visits and other activities related to their duties in an effort to increase their understanding of the Metro environment, and these activities will be coordinated with the Facilitator and MAS.

Article VIII: Metro Administrative Staff (MAS)

The Metro Administrative Staff (MAS) shall support the PSAC and Facilitator to achieve the PSAC purpose and mission. The MAS will serve as the conduit for both the Facilitator and the PSAC for Metro resources and information. The MAS will be responsible for any and all communication with the Metro Office of the CEO and Metro Board of Directors related to the PSAC. The Facilitator reports to the MAS and/or their designee(s), who will receive the progress reports and regular updates about the PSAC to meet Board Report deadlines.

Article IX: Recommendations

All PSAC recommendations shall be consistent with established Metro Policies and Procedures and cannot depart from the scope of the Metro Board Motions that established the PSAC. Recommendations must be complicit with all laws and regulations that govern Metro and shall be risk-averse in the interest of Metro's patrons, employees, and assets. Recommendations will be developed as part of a documented and deliberative process with a majority vote recorded and submitted to the Facilitator, who will transmit them in a written report to the MAS. The implementation of recommendations will be evaluated by the MAS with a process for applicability, practicality, consequence management, piloting and/or testing opportunities, and overall suitability of the recommendations consistent with Metro's strategic priorities. Final recommendations of the PSAC go to the CEO for consideration. After evaluating, she may forward some, maybe all, for Board adoption.

Article X: Amendments to Charter & By-laws

Amendments to this Charter & Bylaws may be made by a two-thirds majority vote of the PSAC Membership in consultation with the Metro Administrative Staff (MAS). Any proposed Charter & By-laws amendment must be properly noticed on the agenda of a regularly scheduled PSAC meeting and scheduled for a membership vote at the next regularly scheduled PSAC meeting.

Article XI: Powers and Exclusions

The PSAC is created and given provisional duties and responsibilities by terms of the Los Angeles County Metropolitan Transportation Authority Act. The PSAC shall, however, have no powers or existence separate or apart from that of Metro.

No member of the PSAC shall make representation to Metro or any other body or entity, public or private, as representing the PSAC or Metro unless specifically authorized by a majority vote of the PSAC or the PSAC Steering Committee with concurrence from the MAS.

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Exhibit 1.1- Board Motion #35



Metro

Board Report

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

File #: 2020-0419, File Type: Motion / Motion Response

Agenda Number: 35.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020**

Motion by:

DIRECTORS HAHN, SOLIS, and BUTTS

Report Back on Use of Force Policy followed by Metro Policing Contractors and Employees

On May 25, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. While Floyd was handcuffed and pinned to the ground, Minneapolis police officer Derek Chauvin knelt on his neck for nearly nine minutes as Floyd pleaded and repeatedly told Chauvin and three onlooking officers that he could not breathe before losing consciousness. He was pronounced dead one hour later. Video of George Floyd's death has sparked protests nationwide over police use of force and the growing list of unarmed black men and women who have been killed by law enforcement in this country.

Research has shown that concrete changes made to department policy and training can result in decreased uses of force by law enforcement officers. The organization "Campaign Zero" has identified eight use of force policies that have been shown to reduce the number of officer-involved killings. These policy reforms include:

- 1) Requiring officers to de-escalate situations, when possible, before using force
- 2) Using a Force Continuum or Matrix that defines and limits the types of force that can be used to respond to specific types of resistance
- 3) Restricting, or prohibiting, the use of chokeholds, strangleholds, and carotid restraints
- 4) Requiring officers to give a verbal warning before using deadly force
- 5) Prohibiting officers from shooting at people in moving vehicles unless the person poses a deadly threat
- 6) Requiring officers to exhaust all other reasonable alternatives before resorting to using deadly force
- 7) Requiring officers to intervene to stop another officer from using excessive force
- 8) Requiring comprehensive reporting that includes both uses of force and threats of force

In the last two weeks, elected officials across the country, and across Los Angeles County, have committed to reviewing and updating the training and use of force policies followed by their policing

Metro

Page 1 of 2

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LACMTA Public Safety Advisory Committee

File #: 2020-0419, File Type: Motion / Motion Response

Agenda Number: 35.

departments as a first step of many towards criminal justice reform.

In 2017, Metro entered into a multi-agency policing partnership with the Los Angeles County Sheriff's Department, Los Angeles Police Department, and the Long Beach Police Department to increase the number of police on the Metro system in order to deter criminal activity on Metro buses and trains. In addition to the presence provided by this partnership, Metro also employs Metro Transit Security Guards (TSOs) and contract security personnel.

While law enforcement agencies play an important role in protecting public safety, it is imperative that Metro review the use of force policies that the agencies we contract with and guards we employ follow, in order to protect the lives of the transit riders that they encounter.

Los Angeles County is in the process of transitioning to a care-based model that addresses the root causes of social problems. Metro in turn has begun incorporating input from its Executive Officer of Equity and Race and its Office of Civil Rights in its transit safety and security operations. However, the expiration of the current policing contracts in two years provides Metro with both the time and opportunity to clarify what is reasonable to expect from law enforcement on our systems in the future. For instance, we can do a better job helping to connect our unhoused Angelenos to services without dehumanizing or criminalizing them. It is worth considering whether this is an appropriate function for law enforcement at all, or if this role could be better served by other unarmed professionals like mental health experts and homeless service providers.

Our budgets and our contracts are statements of our values. It is important to clearly define and codify the expectations that Metro has of our law enforcement partners to uphold the dignity and safety of all Metro passengers.

SUBJECT: REPORT BACK ON USE OF FORCE POLICY FOLLOWED BY METRO POLICING CONTRACTORS AND EMPLOYEES

RECOMMENDATION

APPROVE Motion by Directors Hahn, Soils, and Butts that the Board direct the Chief Executive Officer in conjunction with the Chief of Metro's Systems Security and Law Enforcement, Executive Officer of Equity and Race, and Office of Civil Rights, to report back to the Board in 90 days with the following:

- A. A review of the training and use of force policies followed by our policing partners and security contract personnel;
- B. A review of training and use of force policies for our Metro Transit Security Guards and provide reform recommendations; and
- C. Recommendations on how to further reform policing at Metro and reallocate resources for homelessness outreach and services in preparation for the expiration of existing policing contracts.

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Exhibit 1.2- Board Motion #37



Metro

Board Report

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

File #: 2020-0429, File Type: Motion / Motion Response

Agenda Number: 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020**

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,

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File #: 2020-0429, File Type: Motion / Motion Response

Agenda Number: 37.

cultural, gender, income, geography, immigration status, and housing status.

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:**
1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
 2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
 3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
 4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
 5. Education about and expansion of fare discount programs.
 6. Outreach and services for unhoused individuals.
 7. A shift of resources from armed law enforcement to the above strategies.
- C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal.**
- D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.**

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LACMTA Public Safety Advisory Committee

Exhibit 1.3- Board Motion #37.1



Metro
Board Report

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

File #: 2020-0445, File Type: Motion / Motion Response

Agenda Number: 37.1.

REGULAR BOARD MEETING
JUNE 25, 2020

Amending Motion by:

DIRECTOR FASANA AND BUTTS

Related to Item 37: A Community Safety Approach to System Security and
Law Enforcement

**SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW
ENFORCEMENT**

RECOMMENDATION

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

- B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:**
 - 8. Fasana Amendment:** Add the Customer Code of Conduct to the committee's purview.
 - 9. Butts Amendment:** Task the committee with developing a mission and values statement for transit policing.

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LACMTA Public Safety Advisory Committee

Exhibit 1.4- Board Motion #26.1



Metro
Board Report

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

File #: 2021-0187, File Type: Motion / Motion Response

Agenda Number: 26.1.

REGULAR BOARD MEETING
MARCH 25, 2021

Motion by:

DIRECTORS MITCHELL, GARCETTI, SOLIS, KUEHL, AND DUPONT-WALKER

Related to Item 26: Transit Law Enforcement Services

Metro's efforts to reimagine public safety requires the expertise of its riders. Members of the newly formed Public Safety Advisory Committee (PSAC) will provide their time in meetings and reflection outside of meetings to make recommendations about the future of public safety. Metro should ensure that members of this committee are appropriately compensated for their time, as it should with other areas of expertise.

Related to discussions on whether to amend Metro's existing Transit Law Enforcement Services contract, the Chief Executive Officer has recommended that even greater expectation be placed on PSAC members to meet over the next six months and present a set of recommendations on Transit Law Enforcement Services. The justification for compensation and appropriate resourcing is stronger than ever. We stress the urgency of this action, as PSAC intends to hold its first meeting in April 2021.

Moreover, PSAC is but one of many advisory committees that Metro convenes to seek expertise from its ridership and broader community. Compensating advisory committee members - in some way - means that more people can participate, including people who are most reliant on Metro services. This aligns with Metro's efforts to fix racial and income inequities across the region. Metro must prioritize compensating expertise across the Agency, in accordance with its values. For these reasons, Metro should take a broader reevaluation of if and how advisory committees should be compensated, including but not limited to stipends, reimbursements, and other potential forms of compensation.

SUBJECT: AMENDMENT TO TRANSIT LAW ENFORCEMENT SERVICES

RECOMMENDATION

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Report to the Operations Committee in April 2021 on a plan to reasonably compensate members of the Public Safety Advisory Committee, including but not limited to options for stipend,

Metro

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LACMTA Public Safety Advisory Committee

File #: 2021-0187, File Type: Motion / Motion Response

Agenda Number: 26.1.

reimbursement, and other forms of compensation;

B. Report to the Board in June 2021 with a review of compensation for Metro's advisory committees and a policy for the reasonable compensation of their members; and

C. Include in each monthly Transit Public Safety report updates on the progress and activities of the Public Safety Advisory Committee

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LACMTA Public Safety Advisory Committee

Exhibit 1.5- Board Motion #26.2



Metro

Board Report

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

File #: 2021-0190, File Type: Motion / Motion Response

Agenda Number: 26.2.

**REGULAR BOARD MEETING
MARCH 25, 2021**

Motion by:

DIRECTORS BONIN, GARCETTI, MITCHELL, HAHN, DUPONT-WALKER, AND SOLIS

Related to Item 26: Transit Law Enforcement Services

Investment in Alternatives to Policing

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro in response to demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement. The Board's mandate was for the agency to work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract. Metro has now established a Public Safety Advisory Committee (PSAC) to formalize this partnership. PSAC will create a space where community leaders work in partnership with Metro staff, including bus and rail operators, on the future of public safety on the Metro system.

Last month, a proposal to increase Metro's law enforcement contract by \$111 million sparked further attention to Metro's considerable spending on policing and the relative lack of investment in alternative public safety strategies. Last month's recommendation provided at least a year for PSAC to develop and finalize its recommendations. The current proposal would greatly accelerate the pace of work for the newly formed PSAC, with recommendations now due by the end of the year in order to begin implementation by January 2022.

Standing up a new model of public safety will take time, including identifying funding and beginning to staff up new initiatives. To jump-start this acceleration, the Board should proactively set aside resources now in support of PSAC's work. These early actions are consistent with and build on Metro's Customer Experience Plan and the *Understanding How Women Travel Study*. Acting now will allow Metro to build capacity for alternative approaches while ensuring a smoother transition in the future.

SUBJECT: INVESTMENT IN ALTERNATIVES TO POLICING

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LACMTA Public Safety Advisory Committee

File #: 2021-0190, File Type: Motion / Motion Response

Agenda Number: 26.2.

RECOMMENDATION

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Include in the FY22 budget at least \$40 million for the following initiatives, consistent with the Equity Platform and the Customer Experience Plan:

1. Public Safety:

- a. \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.**
- b. \$1 million for elevator attendants at stations.**
- c. \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations.**
- d. \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system.**
- e. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors.**
- f. \$3 million for pilot safety strategies on board buses to be recommended by PSAC.**

2. Homelessness:

- a. \$2 million for short term shelter for homeless riders.**
- b. \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services.**
- c. \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness.**
- d. \$3 million for pilot homelessness strategies to be recommended by PSAC.**

B. Establish a target to ensure the participation of LA County-based organizations and

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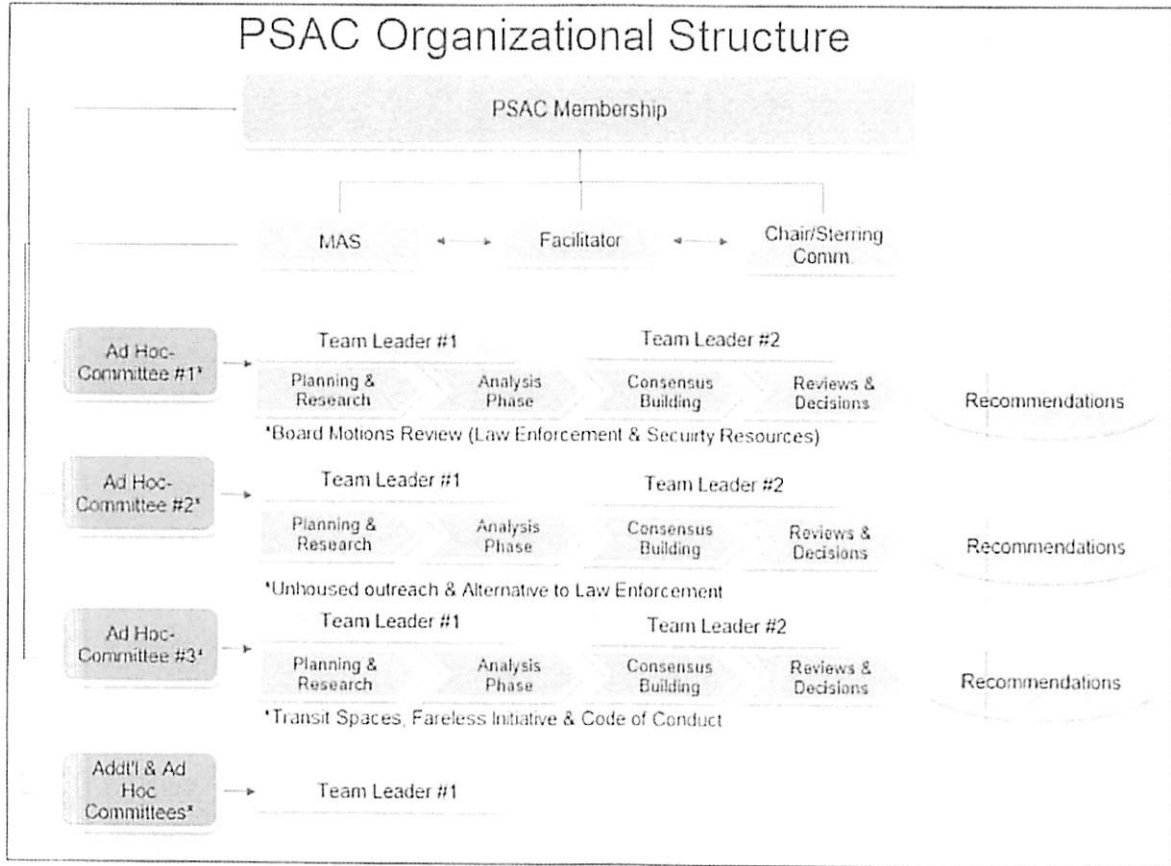
File #: 2021-0190, File Type: Motion / Motion Response

Agenda Number: 26.2.

enterprises in the above initiatives.

C. Consult with PSAC on the program design and implementation of all of the above initiatives.

Exhibit 2.1- PSAC Organization Chart



Metro Public Safety Advisory Committee

General Committee Meeting #22

Meeting Summary

Wednesday, March 2, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**

Present: Ashley Ajayi, Clarence Davis, Carrie Madden, Ma'ayan Dembo, Esteban Gallardo, Darryl Goodus, Florence Annang, Charles Hammerstein, Sabrina Howard, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar

Absent: Andrea Urmanita, Jessica Kellogg, Scarlett de Leon, Raul Gomez

d. **Approval of Meeting Minutes for 02/16/22**

- i. Committee members voted to approve the meeting minutes for the February 16th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor from the Alliance for Community Transit shared that the committee should be concerned by the proposed flexible dispatch system and the predictive policing approach because it goes against the Board's mandate to shift towards non-law enforcement alternatives to community safety.
- b. Commentor agreed with the previous comment and added they would like to see more community-based policing solutions.
- c. Commentor urged PSAC members to discuss not renewing the policing contract and instead pursue community-led approaches, such as those highlighted in the ACT-LA's Metro as a Sanctuary Report.
- d. Commentor highlighted the need for reliable and safe public transportation. They urged PSAC to consider transit ambassadors and other options as job creation tools for the community.
- e. Commentor shared the contributions of working-class immigrant mothers and elders to ACT-LA's Metro as a Sanctuary Report and asked members to consider the recommendations within the report.
- f. Commentor uplifted the earlier comments related to flexible dispatch.
- g. Commentor expressed support for the community led safety alternatives described in the Metro as a Sanctuary Report.

III. Discussion

Panel Discussion

Alfonso Directo Jr. (ACT-LA), Channing Martinez (Labor Community Strategy Center), and Chris Van Eyken (TransitCenter) were panelists for a discussion on reimagining public safety on transit.

- a. **Alfonso Directo Jr.:** Directo presented a vision for public safety on Metro that is rooted in the organizing work ACT-LA does in LA County and detailed in their *Metro as a Sanctuary* report.
 - i. He discussed the quality of transit stops and stations in Los Angeles, community safety through environmental design, and the importance of alternatives to public safety.
 - ii. Directo shared the Metro as a Sanctuary [one-pager](#) and [report with the committee](#).
- b. **Channing Martinez:** Martinez shared the work the Labor Community Strategy Center has done through the Bus Riders Union, organizing Black, Latinx, & Korean bus riders.
 - i. He shared historical and current data that showed discrimination against Black riders on the Metro system. Martinez cited a previous successful lawsuit against Metro where the transit system and its resources were distributed unfairly. He also called out that Black riders are disproportionately ticketed on Metro currently.
 - ii. Martinez called on PSAC and Metro to acknowledge the context of the agency's historical discrimination, provide fareless transit, as well as abolishing the code of conduct and policing contracts.
- c. **Chris Van Eyken:** Van Eyken shared TransitCenter's *Safety For All* report that investigated public safety reforms on transit systems across the country and provided a national perspective to the committee.
 - i. He shared a variety of alternatives that would increase presence on the system, reduce reliance on police, and increase customer service for riders on the system. This included unarmed transit ambassadors, reduced fare programs, and unhoused outreach workers.
 - ii. He noted that transit systems need to effectively communicate their efforts around public safety to riders, constituents, and those populations most aided by these efforts. Van Eyken recommended that agencies are clear and transparent with their data and the results of any pilot programs.
- d. **Member questions and comments:**
 - i. Member James Wen asked if the funds for the fare evasion citations flow to Metro or law enforcement partners. He also asked if Metro has data on how many citations are paid to see if revenue generated outweighs the community feeling overpoliced.
 1. Van Eyken highlighted Member Wen's point, noting that if the current model for fare enforcement was an effective deterrent, we would see the rates going down, not remaining consistent.
 2. Metro staff responded that funds from citations come back to the agency into the general fund.
 - ii. Member Tajsar asked Alfonso to share more about ACT-LA's proposal regarding the physical spaces that Metro owns and their cost.
 1. Alfonso replied that bus lanes are a cost-effective strategy, do not require street widening, and would greatly improve the reliability of bus service that

- carries most of Metro's existing ridership.
- 2. Regarding property that Metro currently owns, he noted that the 7th & Metro station may present opportunity to provide services and support for unhoused riders.
- iii. Member Smith asked presenters what recommendations they would most like to see PSAC undertake.
 - 1. Directo replied he would like to see funding going toward community safety strategies instead of police.
 - a. Van Eyken echoed this comment and highlighted the importance of making riders feel welcomed in transit spaces and vehicles.
 - 2. Martinez cited the importance of Metro acknowledging the racially disparate harm the agency has done and recommended that agency representatives come to the table as honest negotiators with civil rights groups.

Public Safety Budget Presentation

Metro staff presented a draft of the FY23 System Security and Law Enforcement (SSLE) budget and received feedback from members.

- a. **Context setting:** Metro Chief Safety Officer Gina Osborn reviewed components of the FY23 SSLE budget draft including the costs for SSLE administrative staff, the new analytics division, security and law enforcement operations, physical security, Metro Center Street Project, and emergency management.
- b. **Questions and comments:**
 - i. Member Smith asked for more information on the type of data the intelligence gathering unit will be using and cited the ineffective ways crime data has been used in the past.
 - 1. Osborn replied that the analytics safety program is an effort for Metro to be more preventive and proactive. They will be taking from different types of data, including data from law enforcement.
 - 2. Member Smith responded that preventive measures should focus on the root causes of issues such as homeless outreach, free transportation, housing, and other issues outside of policing crime.
 - 3. Member Smith requested that Metro share with PSAC the specific law enforcement data that will be used.
 - a. Osborn replied that law enforcement analytics will only be one piece of the information they use to create actionable intelligence.
 - b. Osborn indicated that this effort was focused on curbing bad behavior on the system to increase rider safety.
 - ii. Member Davis shared that predictably technology has historically been harmful to vulnerable communities and should not continue to receive so many resources. He suggested efforts go into strengthening law enforcement alternatives.
 - 1. Officer Osborn replied that a goal of the analytics division is to break down silos to increase information sharing and close information gaps.
 - 2. Metro staff added that data being looked at also includes social indicators of health, not solely crime data.
 - iii. Member Tajsar expressed concern with having a program that is heavily invested in policing as a solution to problems because these programs have been shown to be

detrimental to the lives of vulnerable populations. He asked what the purpose of predictive data was besides increasing policing.

1. Osborne replied that law enforcement will only be part of preventive efforts.
- iv. Member de Rivera shared concerned that policing “behavior” – in response to Osborn’s earlier comment – is inherently racist because it has been used as a selective enforcement tool that discriminates based on skin color and does not take into consideration cultural differences.
- v. Member Annang questioned what “behavior” means in the context of Osborn’s earlier statement and stated that leaving the interpretation of behavior up to law enforcement makes for a very dangerous situation for people of color and other vulnerable communities. She stressed that changing the language Metro uses to ensure humanity for all is a goal of PSAC’s efforts.
- vi. **Next Steps:** Facilitator France announced that the facilitation team will work with Metro to discuss what the follow-up to today’s conversation will look like.

Budget Allocation Exercise

Facilitator Mahdi provided a brief overview of the budget feedback from committee members and will provide a deeper dive at the following PSAC meeting.

IV. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor shared concern with the public safety budget presentation and the fact that it does not address racial inequities. They added they are disappointed in the direction Metro is going with their public safety approach, despite the popularity and transformative potential of alternatives that have been raised through the PSAC process.

V. Adjournment

- a. Meeting adjourned at 7:03 p.m.

VI. Next Steps

- a. The committee will reconvene on 03/16/22.

Metro Public Safety Advisory Committee

General Committee Meeting #23

Meeting Summary

Wednesday, March 16, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**

Present: Andrea Urmanita, Ashley Ajayi, Clarence Davis, Carrie Madden, Darryl Goodus, Florence Annang, Charles Hammerstein, Sabrina Howard, Glenda Murrell, James Wen, Jessica Kellogg, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar, Chauncey Smith
Absent: Scarlett de Leon, Raul Gomez, Esteban Gallardo, Florence Annang, Ma'ayan Dembo

d. **Approval of Meeting Minutes for 03/02/22**

- i. Committee members voted to approve the meeting minutes for the March 2nd, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants. There were no requests for public comments.

III. Discussion

Guest Speaker

Cynde Soto and Carrie Madden facilitated a presentation from members and affiliates of Communities Actively Living Independent and Free Independent Living Centers (CALIF-ILC). Speakers shared their experiences as riders with disabilities or advocates for those riders and responded to PSAC members' questions and comments.

- a. **Context Setting:** Bridgette Wallman provided an overview of CALIF-ILC, the services provided, examples of access barriers to transportation for elders and/or

people with disabilities and called for Metro to take the lead in creating accessible transportation.

- b. **Accessibility for visually impaired riders:** Jared Rimer, second vice-chair of Metro's Accessibility Advisory Committee, shared Metro services and amenities that improve the safety and experience for visually impaired riders such as tactile pathways, in-person sensitivity training for Metro operators, and emergency phones. He also shared areas for improvement including sidewalks, bus stops, curb ramps, and lighting. Jared also stressed the importance of improving operator training.
- c. **John Kindred** of the Long Beach Grey Panthers commented on the deteriorating condition of Metro buses and trains and urged for time and resources to be dedicated to keeping them safe and clean.
- d. **Fernando Roldan** shared his negative experience navigating Metro as a wheelchair user including dirty elevators, at-times unhelpful drivers, unmasked riders, and trouble with ramps. He stressed the impact of the current driver shortage and urged for Metro to hire more.
- e. **Kristy Madden** commented on her frustrating experience as a rider with muscular dystrophy and a power wheelchair. She mentioned two incidents where her safety was compromised by a lack of police response and urged for Metro to go fareless.
- f. **Dina Garcia** shared her experience with safety issues as a female Metro rider with cerebral palsy who uses a wheelchair. She mentioned two situations of her belongings being stolen on Metro, highlighting the importance of consistently functioning elevators, operators/officers with sensitivity training, and more visible safety officials.
- g. **LaKenya Pitchford** provided an overview of disability sensitivity training and mentioned the importance of person-first language, how to train for communicating with people with speech disorders, and sensitivity for ADA rights.
- h. **Augmentative Communication Devices:** Kathleen Barajas spoke on the experience of individuals who have difficulty speaking/cannot speak at all and shared the different types of communication devices available for these individuals' usage.
- i. **Questions and Comments:**
 - i. Member Tajsar asked how many riders with disabilities ride the system on a daily or annual basis. He also asked for speakers to comment on the forthcoming transit ambassador program.
 - 1. Cynde Soto replied that she is excited about the ambassador program and the help it will provide to riders with disabilities.
 - 2. Armando Roman, from Metro's Office of Civil Rights, Equity, and Inclusion, added that it is difficult to quantify the number of riders with disabilities. There is data on the number of TAP users with a disability designation and riders with wheelchairs, but there are many riders with hidden disabilities who are not noted.
 - ii. Member de Rivera shared the importance of transit ambassadors to

ensure riders with disabilities can access services and receive assistance when necessary. She thanked all speakers who shared their stories.

- iii. Member Davis shared the experience of his visually impaired mother and echoed the suggestions for optional fares and cleaner elevators. He highlighted the Metro Micro service and added that these available services are not being promoted enough.

Budget Allocation Exercise: Initial Guidance

Members reviewed the draft of the [PSAC Metro FY23 Budget Guidance document](#), provided questions and comments, and participated in a poll to gauge funding for the transit ambassador program.

- a. **Poll exercise:** Members voted on the question “Next year, how should funding be allocated to the Transit Ambassador program?”
 - i. 71% of votes were supportive of increased funding, 24% for the same level of funding, and 6% in favor of decreased funding
- b. **Questions and comments:**
 - i. Member Davis shared he is in favor of more funding for the transit ambassador program and stated that often those who need the most help is those being overpoliced.
 - ii. Member Ajayi asked if any of the panelists from the previous item could speak on what their ideal bus stop lighting situation would be.
 - 1. Jared shared his experience of being missed by drivers at bus stops because of lack of lighting. He stated that there are new bus stops with tactile pathways and charging stations that are very helpful to riders with disabilities.
 - 2. Member Madden added that lighting at every bus stop is one of the organization’s goals. She also recommended using beacons that signal there is a rider with a disability waiting.
 - ii. Member Davis asked if the committee could make recommendations to Metro on lighting.
 - 1. Metro staff shared that they could work with PSAC members on this topic and are currently applying for grants and other funding opportunities.
 - a. Jared added that the ADA should be part of this process.
 - iii. Member Davis asked if Metro is open to increasing the number of providers for the customer service line to accommodate callers who do not have access to the Internet.
 - 1. Jared shared that there is a specific line for riders with disabilities that riders can call and get assistance.
 - 2. Metro staff responded that they would provide more information on this service and are open to recommendations for improving it.

IV. General Public Comment

Public comment was taken from meeting participants. There were no public comments.

V. Adjournment

- a. Meeting adjourned at 7:02 p.m.

VI. Next Steps

- a. The committee will reconvene on 04/06/22.

Metro Public Safety Advisory Committee General Committee Meeting #24

Meeting Summary

Wednesday, April 06, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**

Present: Andrea Urmanita, Ashley Ajayi, Carrie Madden, Darryl Goodus, Florence Annang, Charles Hammerstein, Sabrina Howard, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar, Chauncey Smith, Esteban Gallardo, Ma'ayan Dembo, Clarence Davis

Absent: Scarlett de Leon, Raul Gomez, Florence Annang, Jessica Kellogg, Sabrina Howard

d. **Approval of Meeting Minutes for 03/16/22**

- i. Committee members voted to approve the meeting minutes for the March 16th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants. There were no requests for public comments.

- a. Commentor stated that the use of the word “behavior” to address issues on buses is correct. They added the quality of buses and trains is declining, especially in regards to smoking and littering.

III. Discussion

I.

Approval of budget recommendations

Committee members reviewed and voted to approve the [PSAC Metro FY23 Budget Guidance](#) document.

- a. **Context Setting:** Facilitator France reviewed the revised key takeaways from the budget guidance document, including the recommendations to revise budget categories and increase investments in alternatives.
- b. **Gratitude and next steps:** Member Davis shared that he is grateful to have been able to help shape budget recommendations and work with Metro staff. He added that he hopes Metro incorporates recommendations and can share updates a year from implementation.
- c. **Public Comment**
 - i. Commentor Fung shared that dissatisfaction with LASD, coupled with an increase in their budget demonstrates a lack of accountability on Metro's part. They look forward to having transit ambassadors on board Metro vehicles.
- d. **Law enforcement budget decrease:** Member Tajsar asked committee members if they are in favor of including a recommendation that specifically calls for a decrease in the policing contract funding.
 - i. Member Smith expressed support for member Tajsar's recommendation and reminded members of the previous [recommendations](#) PSAC approved on the contracts.
 - ii. Member Wen asked members to reflect on comments from riders who indicate they are not seeing any security on trains or platforms.
 1. Member Tajsar responded that the goal of this recommendation is to increase non-armed personnel present in stations and vehicles.
 - iii. Member Goodus shared that he does not support reducing the law enforcement budget or going towards a non-contracted model.
 1. He also asked members to reflect on the increasing drug epidemic and the specialized training it will need.
 2. Finally, he added that he agrees Metro security and law enforcement does require improvements and supports a gradual reduction in the future.
 - iv. Member Dembo stated she supports decreasing funding for law enforcement but also feels confident in the current proposal for the next year's budget.
 - v. Member Smith added that the way the budget is currently structured, there are line items for security and law enforcement that are not obtuse in their naming. He recommended increased transparency in naming for the general public to understand who is the end recipient of these line items.
 - vi. Member de Rivera shared she is comfortable moving forward with the recommendations but appreciates comments from other members.

- e. **Office of Race and Equity:** Member Smith recommended that the proposal be modified to include a line item that would fund integrating the Office of Equity and Race to consult on all of Metro's public safety programs.
- f. **Modified Proposal:** Facilitator France asked members if they supported moving forward with the proposal with the following additions:
 - 1. Understanding that this document focuses on the coming year's Public Safety Budget, the committee asked to explicitly mention that its long-term vision is for Metro to transition away from the policing contracts and move to being served by non-contracted law enforcement. This directive was previously approved by the committee in this document.
 - 2. The committee requested additional detail be added to the takeaway regarding "Recategorization and Increased Transparency When Naming Budget Items."
 - 3. The committee requested the creation of a line item in future Public Safety Budgets that would fund coordination between the Office of Race and Equity and System Safety & Law Enforcement on public safety program development and implementation.
- ii. Vote to approve PSAC's Budget Recommendations for FY23
 - 1. Yes: 9 No:1 Abstain:1
 - 2. The item was approved

Introduction to Code of Conduct Workplan

Metro staff presented on their proposal for revisions to the Code of Conduct and responded to questions and comments from committee members.

- a. **Context setting:** Facilitator Mahdi provided an overview of the code of conduct process thus far and invited members from the community engagement ad hoc committee to share insights from their discussion with Metro. Notes from that meeting can be found [here](#).
 - i. Member de Rivera shared the conversation the ad hoc committee had around the use of the word "behaviors, communicating policies on bus and trains, and the effectiveness of signage.
- b. **Presentation:** Metro staff presented their work to date on the code of conduct. The goal is to ensure Metro provides a safe and secure transit experience.
- c. **Questions and comments:**
 - i. Member Smith stated that substantive provisions of the code of conduct need to be revised or completely stricken from the document because many of the current policies are proxies for targeting people that are homeless, of color, or have mental health issues.
 - 1. He cited alternatives such as bigger seats to avoid people taking up multiple

seats and more bathrooms to prevent public urination.

2. Metro staff shared that the goal of revising the code of conduct is to identify provisions that disproportionality impact vulnerable communities and invited more members to provide recommendations.
 - ii. Member Strickland shared that she is hesitant of the impact of a modified code of conduct if the environment on Metro stations, trains, and buses does not improve.
 - iii. Member Garcia posed the question of what the responsibility should be for riders as stewards.
 - iv. Member Madden shared that while having larger seats could be helpful, presently people with mobility issues are not able to access seats designated for riders with disabilities because of riders that unnecessarily take up multiple seats.
 1. She also shared that there are people with sight issues and different abilities that might not be able to relate to signage easily and urged Metro to have different ways of disseminating new policy information.
 - v. Member Davis shared the correlation of the lack of public spaces with negative behavior on buses and trains.
 1. Davis added that campaigns to increase policy compliance need to have more collaboration with community members.
 2. Member Smith also stated the importance of centering humanity when reimagining the Code of Conduct, as per PSAC's Mission and Values.
- d. **Next Steps:** Facilitator France shared a preview of the feedback questions the facilitation team will pose at the next meeting.

IV. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor Fung shared that they appreciate the robust discussion and the need for accountability. They requested the ability for comments from the public to be longer than a minute.

V. Adjournment

- a. Meeting adjourned at 7:01 p.m.

VI. Next Steps

- a. The committee will reconvene on 04/20/22.

Metro Public Safety Advisory Committee General Committee Meeting #25

Meeting Summary

Wednesday, April 20, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. Zoom Meeting Protocols

- i. Facilitator Richard France called the meeting to order. Facilitator Thomson Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. Agenda

- i. Facilitator France reviewed the agenda for the meeting.

c. Roll Call

Present: Andrea Urmanita, Ashley Ajayi, Carrie Madden, Darryl Goodus, Florence Annang, Charles Hammerstein, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Clarence Davis

Absent: Scarlett de Leon, Raul Gomez, Jessica Kellogg, Sabrina Howard

d. Approval of Meeting Minutes for 04/06/22

- i. Committee members voted to approve the meeting minutes for the April 6th, 2022 meeting.
- ii. Meeting minutes were approved unanimously.

e. Ad-Hoc Subcommittee Meeting Summaries

II. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor urged PSAC members to intervene in Metro's proposed intelligence framework and Code of Conduct because they are not consistent with PSAC's previous recommendations.
- b. Commentor shared appreciation for Metro's work on the Gender Action Plan.

III. Discussion

Dissenting Opinion: Discussion of Process and Q&A

Committee members discussed the process for submitting a dissenting opinion on the committee's recommendations on the policing contracts that passed in January.

- a. **Context Setting:** Facilitator France reviewed PSAC's process and invited the opinion's authors to provide more information on their areas of concern.
- b. **Timing:** Member Madden shared that she voted no on recommendations because they seemed to move too fast for the disabled and older adult communities she represents.
 - i. Member Garcia agreed that the timing feels rushed but also sympathized with a sense of urgency in light of the Sheriff's recent comments.
- c. **Shift from Contracted Law Enforcement:** Member Goodus commented that he voted against the recommendations because he feels transit ambassadors and other programs will need law enforcement during their initial implementation. He cited South Pasadena as a city that did not support a non-contracted model.
 - i. Member Tajsar mentioned that Metro's crime data demonstrates that crime on Metro has either stayed the same or decreased since 2017.
 - ii. Member Raigoza shared that in the areas where he supervises Metro buses, he has seen an increase in calls for onboard disruptions in the last two to three months. He has also noticed de-escalation efforts have not been effective recently. He reiterated his support for a layered approach to security on Metro.
 - iii. Member Garcia added that it is important to involve other government partners and their resources to support Metro's public safety efforts.

Review of Code of Conduct Recommendations

Committee members discussed and voted to approve their recommendations on Metro's Code of Conduct.

- a. **Committee Reactions:**
 - i. Member Madden thanked members for reading attachment A – the memorandum from CALIF-ILC – and clarified that the authors of the document are community members, not paid CALIF employees.
 - ii. Member Raigoza shared that having the Code of Conduct in place allows operators and security to be able to have a framework for ensuring safe rides.
 1. Member Murrell thanked member Raigoza for highlighting the importance of the Code of Conduct and stressed its importance to ensure the safety of disabled and older adult riders.
 - iii. Member Wen shared concern around Attachment A's recommendation for the enforcement of 6-05-120.A, prohibiting loitering in Metro facilities and vehicles. He suggested the recommendation to increase enforcement against loitering be struck

from the recommendation.

1. Facilitator France shared that Attachment A does not represent PSAC's views and therefore will not be edited. Instead, additional clarification was added to Recommendation #11.
- b. **Presentation from Metro:** Metro staff stated that ensuring all Metro users have a safe and dignified experience is a responsibility shared by riders and the agency. They will be structuring the code as expectations instead of behaviors, producing recognizable signage, separating penal code items from administrative codes, and investing in the TransitWatch application.
- i. Member Ajayi asked for some clarification on who will be enforcing the code of conduct.
 1. Gina responded that transit security officers will be handling fare enforcement and code of conduct.
 2. Member Ajayi asked what the role of transit ambassadors will be in enforcing the code of conduct.
 - a. Metro staff responded that transit ambassadors will not be enforcing code of conduct.
 3. Facilitator France asked what enforcement currently looks like on the system.
 - a. Member Raigoza shared that he has never seen someone being ticketed on a bus. He stated Metro operators try to focus on intervention.
 - i. Member Davis responded that he has not seen many being ticketed but the few he has witnessed have been Black riders.
 - b. Member Murrell also agreed that they rarely enforce fare and commented on the importance of training for operators to ensure effective communication.
- c. **Discussion**
- i. **Using a different mechanism:** Member Tajsar shared that the codes are problematic because they are punitive, rather than infractions and that many of the policies are quality of life issues. He also raised concerns that the Code of Conduct is being used as a mechanism to target specific groups of people.
 1. Member Raigoza expressed support for Member Tajsar's comment. He shared an experience with a rider that would have been removed due to extreme odor but still needed to ride the bus due to life-threatening illness to highlight the gray area of the Code's policies.
 2. Member Tajsar agreed with Member Raigoza and suggested that some of

the things included in the Code of Conduct may not belong.

- ii. **Safety of Operators:** Member Davis stated that there should be more attention and resources dedicated to preventing attacks on operators and ensuring their safety.
- iii. **Street Vendors:** Member Ajayi recommended that the committee remove the prohibition against vendors and suggested more space be made to include them in Metro areas.
- iv. Member Garcia shared that they don't agree with Recommendation #9, as Metro needs to establish standards for what is allowed in enclosed spaces of the vehicles. They provided the example of excessive noise and how it may impact riders with noise sensitivities.
 - 1. Member Tajsar restated his point on the importance of establishing a model for reconciling conflicts between riders and acknowledging that the current Code of Conduct doesn't achieve that.
- d. **Modified Proposal:** Facilitator France asked members if they supported moving forward with the proposal with the following edits
 - 1. Recommendation #9: add additional context specifying that PSAC does not support a punitive Code of Conduct mechanism to solve the systemic issues on the Metro transit system.
 - 2. Recommendation #9: add sections 6-05-090.A-B to the table. This addition to the recommendations requests the removal of language barring commercial activity in Metro facilities or vehicles.
 - 3. Recommendation #14: add recommendation for a Metro public safety advertising campaign promoting safety for riders, community members, and Metro employees and vehicle operators.
- e. **Public Comment**
 - i. Commentor shared that, as a rider, they have never seen the code of conduct enforced and have had instances where they could not hear the public safety address system because of loud music being played
- f. **Voting Action**
 - i. Vote to approve PSAC's code of conduct recommendations
 - 1. Yes:10 No:0 Abstain:2
 - 2. The item was approved

IV. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor wrote in support of LA County Sheriff's bid to provide police services for the LA Metro system. They referenced the violence they have experienced as a rider on Metro.
- b. Commentor asked if there has been any research in establishing a number where riders can

text or call in to have an automated message play on cars or trains regarding the Code of Conduct.

V. Adjournment

- a. Meeting adjourned at 7:10 p.m.

VI. Next Steps

- a. The committee will reconvene on 05/04/22.

Metro Public Safety Advisory Committee General Committee Meeting #26

Meeting Summary

Wednesday, May 04, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Richard France called the meeting to order. Facilitator Cuevas-Flores announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**

Present: Andrea Urmanita, Darryl Goodus, Florence Annang, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Sabrina Howard

Absent: Scarlett de Leon, Raul Gomez, Jessica Kellogg, Ashley Ajayi, Charles Hammerstein, Clarence Davis

d. **Approval of Meeting Minutes for 04/20/22**

- i. Committee members voted to approve the meeting minutes for the April 20th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor shared opposition to police contracts on Metro and urged PSAC to call on Metro to refuse to contract with the Sherriff's department.

III. Discussion

Discussion of Reimagining Public Safety Strategic Framework

Committee members discussed their position on predictive policing systems on Metro.

- a. **Context Setting:** Member Smith provided an overview of the flaws with a predictive policing system, which were raised by a coalition of community-based organizations and other PSAC members. The coalition laid out its concerns in a [jointly signed letter](#) submitted to the Metro Board.

b. **Discussion:**

- i. Member Tajsar shared his experience with predictive policing programs. He added that the committee should take a stand against intelligence-led efforts because it takes away focus and resources from policing alternatives.
 - 1. Member Tajsar spoke about ShotSpotter, a police surveillance vendor that uses strategically positioned microphones in cities to listen for gunshots. This service was recently acquired by the Pasadena Police Department, despite widespread community opposition.
- ii. Member Annang shared that she has conducted research on intelligence gathering programs and found that often it is focused on data collection in vulnerable communities. She indicated this would move Metro's policies further from achieving equitable outcomes.
- iii. Member Dembo commented that she agrees with Member Annang and thinks there are better solutions to fill existing data gaps.
- iv. Member de Rivera acknowledged the existing high level of surveillance and encouraged members to critically think about how these resources should be shifted.
- v. Member Garcia raised the importance of balancing the priorities of anti-surveillance with the priorities of riders who have experienced violence on Metro.
- vi. Member Howard shared that committee members should think of both long-term and short-term visions. She noted that while safety alternatives need to be considered as long-term solutions, police might be necessary in the near term.
 - 1. Member Goodus expressed support for Member Howard's comment and agreed that although a predictive model should be moved away from in the long-term, it might still be needed in the immediate to keep riders safe.
- vii. Member Urmanita asked Metro what their timeline is for implementing predictive policing programs.
 - 1. Metro staff responded that they are not implementing predictive policing but instead are using data from bus rider complaints to identify bus lines that have the most incidents. For the timeline, staff indicated that the motion requires Metro to report back in August, at which time a finalized policy will be brought to the committee and public.

c. **Informal poll:** Members voted on whether they oppose the use of predictive policing systems on Metro to understand if facilitators should draft a formal vote.

- i. The results of the informal poll were (8) members said they opposed the use of predictive policing systems and (4) members said they were not sure.

New board motion: Facilitator France reviewed the new board motion from the Board for staff to draft a policy for applying public safety analytics and develop a bias free policing policy.

Discussion of Metro's Partnership with Los Angeles Sheriff's Department

Committee members discussed issuing a recommendation for Metro to end their partnership with LASD, following the [Sheriff's recent statements](#) regarding Metro's current policing contract that is out for bid presently.

- a. **Context setting:** Member Tajsar presented his proposal for PSAC to issue a recommendation to Metro and the Board to refuse to contract with the Sheriff's department, even if the agency continues with policing contracts.
- b. **Discussion**
 - i. Member de Rivera shared that she is in support of drafting something that states PSAC's opposition to a partnership with LASD. She also raised the concern that officers from the Sheriff's department would still respond to 911 calls from Metro.
 - ii. Member Smith expressed support for Member Tajsar's recommendation and added that the Sheriff is fearmongering to generate more support for inefficient policies.
 - iii. Member Annang also shared support for the recommendation and stated it is important to take a collective stand against being intimidated.
 - iv. Member Raigoza stated support for the recommendation and flagged that with the Sheriff currently on Metro, riders and drivers are not receiving quality security services.
- c. **Potential next steps:** Facilitator Mahdi reviewed the three potential next steps (1) no follow-up (2) draft and review a proposal (3) solicit additional input
 - i. Members in chat commented that they would like to review a proposal at a future meeting.

Review of Flexible Dispatch Recommendations

Committee members discussed and voted to approve their recommendations on Metro's Flexible Dispatch Initiative.

- a. **Context setting:** Members from the Non-Law Enforcement Alternatives ad hoc committee provided context on the recommendations for the Flexible Dispatch Initiative.
 - ii. Member Smith shared that he supports the suggested recommendations but that the proposal is not in alignment with the PSAC's goal of phasing out Metro's contracts with law enforcement.
 - iii. Member Strickland expressed confusion with which dispatch services the recommendations are referring to.
 - 1. Facilitator France clarified that Flexible Dispatch would move an LAPD dispatcher into Metro facilities to be able to deploy resources.
 - 2. Member Strickland shared that from her conversations with dispatchers, they need support for non-law enforcement services.

d. Discussion

- i. Member de Rivera expressed support for Member Smith's comment to support the recommendations while keeping PSAC's long-term vision of ending Metro's contracts with law enforcement.
- ii. Member Raigoza asked if the police dispatchers are police officers or civilians. He also asked how the performance of the dispatcher program will be evaluated and further developed.
 - 1. Metro staff responded that the dispatcher works for the City of Los Angeles and is not a sworn police officer.
 - 2. Member Raigoza added that he was a dispatcher for many years and asked how the flexible dispatch program will be different from past programs.
 - a. Metro staff shared that response times will be reduced. They also indicated that the dispatchers in the current proposal would be able to use real-time information to adjust and coordinate. This will not be possible if they are not affiliated with LAPD because they will still have to call in to a remote location and will not have direct access to the resources from the police department.
- iii. Facilitator France suggested the committee articulate that they want Metro to investigate the option of also placing a civilian dispatcher that is not affiliated with a police department.
 - 1. Member de Rivera shared that the overall goal is to not spend additional Metro funds with contracted police agencies.
 - 2. Member Smith asked if there is any research demonstrating that an LAPD dispatchers would be more beneficial than providing additional support and resources to current dispatchers.
 - a. Member Raigoza highlighted the need for more research and learning from past dispatcher programs.
 - 3. Metro staff stated key performance indicators, particularly around response times, will be used to measure the success of the program. They added that Metro does not currently have a 911 facility to respond to calls and the Flexible Dispatch program will bring these resources in house, a request they have heard from Metro operators.

e. Proposal: Facilitator France proposed to approve PSAC's Flexible Dispatch recommendations with the amendment that Metro also consider a civilian dispatcher that is not affiliated with any policing agencies.

- i. Member de Rivera asked for an amendment to include that the dispatcher should be a Metro employee.

f. Voting Action

- i. Vote to approve the flexible dispatch recommendations as written with the addition

that Metro should investigate the option to consider a civilian dispatcher with no police affiliation.

- ii. Yes: 10 No:1 Abstain: 0
- iii. The item was approved

IV. General Public Comment

Public comment was taken from meeting participants.

- a. Commentor shared that although they understand the push for a more equitable security model on Metro, they also acknowledge the safety gaps and unintended negative consequences on safety.

V. Adjournment

- a. Meeting adjourned at 7:16 p.m.

VI. Next Steps

- a. The committee will reconvene on 05/18/22.

Metro Public Safety Advisory Committee

General Committee Meeting #27

Meeting Summary

Wednesday, May 18th, 2022

5:00 – 7:00 p.m.

I. Call to Order

a. **Zoom Meeting Protocols**

- i. Facilitator Richard France called the meeting to order. Facilitator Dryjanski announced Spanish and American Sign Language interpretation services would be available during the meeting.

b. **Agenda**

- i. Facilitator France reviewed the agenda for the meeting.

c. **Roll Call**

Present: Andrea Urmanita, Ashley Ajayi, Darryl Goodus, Florence Annang, Glenda Murrell, James Wen, Jose Raigoza, Maricela de Rivera, Chauncey Smith, Constance Strickland, Mohammad Tajsar, Esteban Gallardo, Ma'ayan Dembo, Sabrina Howard, Scarlett de Leon, Clarence Davis, Charles Hammerstein

Absent: Raul Gomez, Jessica Kellogg, Glenda Murrell

d. **Approval of Meeting Minutes for 05/04/22**

- i. Committee members voted to approve the meeting minutes for the May 4th, 2022, meeting.
- ii. Meeting minutes were approved unanimously.

II. General Public Comment

The facilitators opened public comment. No public comments were provided.

III. Discussion

Recommendations on the Public Safety Strategic Framework

Committee members discussed and voted to approve their recommendations for the Public Safety Strategic Framework.

a. **Recommendations summary**

- i. Member Smith provided an overview for the recommendations. He recommended Metro adopt policies that center equity and public safety by implementing policies that address homelessness and focus on alternatives to law enforcement. He also reviewed the negative consequences of predictive policing programs, as they use data that is inherently biased.

- ii. Metro staff reminded members that the Public Safety Strategic Framework is not a predictive policing program.

b. Discussion

- i. Member de Rivera thanked Member Smith for his comments and added that many of the solutions being proposed in the Public Safety Strategic Framework do not address the root causes of crime and violence on the Metro transit system.

c. Public comments

- i. Commentor asked what the committee is doing to support the police and Sheriff's deputies' continual presence to keep bus operators safe.
 - 1. Metro staff responded that they are currently in a blackout period and cannot discuss the contracts, but Metro currently has an RFP out for both the policing contracts and the pilot transit ambassador program.

d. Proposal

- i. Facilitator France put forward the proposal to approve the recommendations attached in the agenda

e. Voting Results

- i. Yes: 14, No: 0, Abstain: 0
- ii. The recommendations were approved unanimously

Look Ahead to Place-Based Implementation Strategy & Public Safety Analytics Policy

Committee members discussed the Metro initiatives and committee-generated topics that PSAC must give feedback on during the month of June 2022.

- a. Context setting:** Facilitator Dryjanski had members review [the new Metro board motion](#) related to data used in a public safety context and a draft timeline for PSAC's action items during June. The goal for the discussion was to determine which items were highest priority for the committee.

b. Comments on PSAC's timeline and priorities

- i. **Timeline:** Member Davis indicated that the process feels rushed and urged Metro to extend the term of PSAC members.
- ii. **PSAC's Future:** Member Smith asked if Metro is planning to dissolve PSAC after June and highlighted that these various items still require meaningful investigation and the proper time to do so.
 - 1. Metro staff responded that they do not have additional information regarding PSAC's timeline but shared that an independent consultant is currently drafting a report to evaluate PSAC's work over the past year.
 - 2. Members Annang and de Rivera shared that it is difficult to weigh in on how to prioritize these items without an idea of PSAC's timeline.
 - 3. Member Tajsar asked if Metro leadership would like to continue with PSAC,

independent of the consultant's report.

- a. Metro staff responded that there has been no decision made yet and are waiting for the report from the independent consultant.
- iii. **“Big Picture” Recommendations:** Member Dembo shared she would like to see a session dedicated to the brainstorming activity, where PSAC would discuss what other public safety options Metro should explore.
1. Member Smith commented that he would like to continue with the established process, not exclusively using Mentimeter to collect members' opinions.
 - a. Facilitator Dryjanski indicated the committee would use Mentimeter as an interactive tool but still come out with a written recommendations document.
 2. Member Smith also recommended that this topic be first discussed in the two ad hoc committees prior to coming to the General Committee.
 - a. Members Davis and Tajsar shared support for Smith's suggestion.
- iv. **Proposal for the “Big Picture” Recommendations:** Facilitator Dryjanski proposed holding a working group session outside of the general meeting time and creating a survey for members who may not be able to attend.
- v. **Community engagement recommendations:** Member Tajsar asked for more information on this set of recommendations and if there was an alternative process being proposed.
1. Facilitator Dryjanski clarified that the community engagement recommendations are not mandated by any Metro Board motion; the facilitation team was responding to committee member requests for recommendations on this topic.
 2. Member Tajsar shared that he supports continuing with the process and producing a written document.
 3. Member Urmanita shared that the community engagement ad hoc committee had not met for a few months and suggested the ad hoc committee provides a summary of the state of their work, rather than formal recommendations.
 - a. Member Strickland echoed Urmanita on the difficulty of the process and supported her suggestion for how the committee proceeds.
- vi. **Public Safety Analytics policy timeline:** Metro staff shared that the motion requires them to report back to the Board in August, therefore they need to have their Board report ready in July. This is one of the factors driving PSAC's timeline.
1. Member Davis shared that he is not in support of data being used for predictive policing programs but understands its use for the post-hoc evaluation of programs.
 2. Member Goodus shared that going through a rushed process does not seem

right and asked for clarification on what “robust” community engagement looked like for Metro staff.

- a. Metro staff replied that they only have until August but want to include the Office of Equity and Race for review of the policy.
- b. Member Smith commented that a rushed process could silence community voices due to the timeline.

b. Next steps:

- i. The facilitation team will update the schedule to reflect the following priorities:
 1. Integrating the brainstorm/“big picture” discussion into the General Committee schedule and increasing the time allocated during these meetings.
 2. Adding working group sessions and a survey for the “big picture” recommendations.
 3. Discuss with the Community Engagement ad hoc committee how to wrap up their unfinished recommendations.
 4. Work with Metro staff to see how to engage with PSAC on the Public Safety Analytics policy before June.

IV. General Public Comment

The facilitation team took public comment from meeting participants.

- a. Commentor shared that their negative experience with homeless riders and they system’s safety.
- b. Commentor shared their experience as a transgender rider on the Metro system.
- c. Commentor expressed their concern for safety on the system and the current sanitary conditions of Metro vehicles.
- d. Commentor on spoke about their feeling unsafe on Metro transit and negative experiences with unhoused riders.
- e. Commentor indicated they were a bus operator and expressed a desire for law enforcement to be kept on the system.

V. Adjournment

- a. Meeting adjourned at 7:01 p.m.

VI. Next Steps

- a. The committee will reconvene on 06/01/22.

Public Safety Advisory Committee

Prepared by the PSAC Facilitator Team

MEMO

Date: May 17th, 2022

To: Metro Office of the Chief Executive Officer

From: Public Safety Advisory Committee (PSAC)

Re: Outcomes from the May 4th, 2022 PSAC Meeting - Flexible Dispatch Recommendations

During the May 4th, 2021 Public Safety Advisory Committee (PSAC) meeting, the advisory body held a vote to approve the following:

- A proposal to approve the Flexible Dispatch Recommendations (Link: [draft Flexible Dispatch Recommendations](#).)

Below is a summary of the committee action:

- PSAC voted to approve a modified version of the Flexible Dispatch Recommendations. Those modifications are detailed below. The vote was 10 “yes” votes and 1 “no” vote. (Link: [approved Flexible Dispatch Recommendations](#))

Proposal to approve the Flexible Dispatch Recommendations

Members requested three modifications to the draft recommendations. The following modifications are indicated by a green highlight in the approved document.

- **Added Recommendation #7:** Members indicated that the dispatcher responsible for making deployment decisions (the action of assigning the responding entity, whether law enforcement or non-law enforcement public safety alternatives) be a civilian unassociated with a law enforcement agency.
 - Additionally, members indicated this dispatcher should be a Metro employee.

With these modifications, the recommendations were approved by a simple majority vote.

Impact Evaluation Report

Public Safety Advisory Committee
June 2022



- PSAC was established in June 2020 as a “**community driven perspective for the CEO to consult with** when developing a new scope of services, budget and other provisions of the anticipated multi-agency policy contract renewal effort”
- Motion called for **an external 3rd party review of the effectiveness, with a recommendation on whether it should continue** as part of the final quarterly report for 2022

THE AREAS OF FOCUS

- **The Why** – Is it fulfilling its mission?
- **The Who** – Is it reflective of the community?
- **The How** – Is the structure working?
- **The What** – Is it effective?

THE PROCESS

- Documents Review
- Assessment Surveys (completed by PSAC members, Metro Staff, Board Staff Representatives)
- Focus Groups
- Individual Interviews
- External Panel of Industry Experts

Comparison to other Agencies

	Transit Agencies <i>without</i> Police Departments			Transit Agencies <i>with</i> Police Departments		LA METRO
	Tri-Met	Capital Metro	King County Transit	BART Police Department	WMATA	
Region	Portland, OR	Austin, TX.	Seattle, WA	Oakland, CA	Washington, DC	Los Angeles, CA
Term	limited term	Shall serve at the pleasure of the President	Limited term 6 months	2 year staggered terms based on odd-even system	Police members shall serve 3-year terms. Citizen members shall serve for two-year terms, to provide staggered terms	one-year term
Size	18	10	13	11	7	15
Frequency of Meetings	7 week period	Quarterly	Weekly	Monthly	Quarterly	Bi-Monthly
Committee Representation/Makeup	Regional thought leaders, community representatives and National transit experts	Eight (8) members appointed by the Board.	Members from the community, the Sheriff's office and county leadership	Eleven (11) members appointed as follows: i) Each BART Director shall appoint one (1) member. ii) BPMA and BPOA shall jointly appoint one (1) member. iii) one (1) Public-at-Large member to be appointed by the Board.	Three members of the police department shall be current, command-level officials or internal affairs officials, also one member each from the DC, MD and VA. areas. Also, one member from every Four civilian members from each district and one-at-large member all appointed by the WMATA Board	15 Regular Members, 3 Alternate members and 3 Employees, who serve as ex-officio (non-voting members)
Structure	A third-party facilitator working with an internal PSAC coordinator	Chair/ Co-Chair Structure to work with PSAC Coordinator	Hired an external facilitation team	Committee Chair, vice-chair structure also utilizes an Independent Police Auditor (OIPA) model that works collaboratively with the Citizens Review Committee	Will report through one MTPD IA Commander and an MTPD District Unit Commander	Per Charter Chair/Co-chair format; however, that was not adopted. They use a contracted facilitator provided by Metro and decisions are made by consensus

Key Takeaways:

- Purpose, duties and responsibilities of Committees vary across the nation
- CapMetro may be the most similar to Metro's goals
 - Agency relies on multi-layered law enforcement approach
 - Appointees serve 2-year terms
 - Focus on providing input for enhancing and expanding a holistic approach to community-based policing

Key Findings: Mission and Representation

- Strong **consensus among all parties around mission** to reimagine transit safety
- **No consensus** among PSAC members around the **definition of safety** in a transit context
- While **PSAC representation reflected diversity** of LA County including a majority of people of color, renters and low-income, there were **still opportunities for improvement** to ensure the committee could benefit from broad perspectives and expertise

Key Findings: Committee Practices

- 25 committee meetings + 64 ad-hoc subcommittee meetings
 - First seven months spent on addressing structural issues, reviewing models, creating a “safety culture”
 - **Decided to not appoint a Chair and Vice Chair**, despite requirement within Charter
- PSAC members generally did **not value Metro staff participation**
- **No evidence** that the structure or practices were designed to integrate a **broader community perspective**

Key Findings: Impact

- Thus far, **mixed progress** on meeting 10 assigned objectives
- PSAC Members, Metro and Board staff reflected that a **significant impact had not been made to-date**
- PSAC recommendations have not aligned with Metro's layered approach to public safety

PSAC OBJECTIVE	PROGRESS TO DATE
<p>1. The PSAC will develop recommendations in support of a community-based approach to public safety on the transit system, including but not limited to:</p> <ul style="list-style-type: none"> a) A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles b) Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations c) Greater community stewardship of transit spaces, such as supporting street vending in transit plazas d) The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives e) Education about and expansion of fare discount programs and fare-less system initiative f) Outreach and services for unhoused individuals g) A shift of resources from armed law enforcement to the above strategies 	Items a and g are completed, items c and f are in progress, no progress on items b, d, and e.
2. Provide input when developing the new scope of services, budget, and other provisions of the multiagency police contract renewal	Completed 11.3.21 and 1.19.22
3. Review the Customer Code of Conduct and provide feedback	Completed 4.20.22
4. Develop a new mission and values statement for transit policing	Completed 11.3.21
5. Respond to customer service surveys relating to safety and security	Provided input on the draft survey and received a briefing on the results
6. Present a set of recommendations on Transit Law Enforcement Services.	Completed 11.3.21
7. In relation to Metro's law enforcement contract and alternative investments in public safety strategies, develop and finalize PSAC recommendations for those alternatives	In progress
8. Recommendation for \$3 million for pilot safety strategies on board buses.	Presentation received; additional information required from Metro staff
9. Recommendation for \$3 million for pilot homelessness strategies on board buses.	In progress
<p>10. Provide program design and implementation feedback on all of the following initiatives:</p> <ul style="list-style-type: none"> a) \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the San Francisco Bay Area Rapid Transit (BART) program b) \$1 million for elevator attendants at stations c) \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations d) \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system e) Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors f) \$2 million for short term shelter for homeless riders g) \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services h) \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness 	Item f is completed; Items a and h are in progress; and no progress on items b, c, d, e, and g.

Evaluation Recommendations

- **Recommendation 1:** The current PSAC members' terms should sunset on June 30, 2022. While Metro staff concurs with sunsetting the current members' terms, staff believes the terms should sunset July 31, 2022 in order to provide sufficient time for the committee to conclude their work.
- **Recommendation 2:** The Metro CEO should establish a new committee to ensure a broader and more equally balanced representation to support its governance and operational structure in a manner that is consistent with the PSAC Charter.
- **Recommendation 3:** The Metro CEO should set top security priorities in collaboration with the committee. These priorities should be documented in a work plan with clearly defined areas for committee feedback. A quarterly review should be conducted by a designee of the CEO to monitor PSAC's progress and the effectiveness and implications of recommendations that are implemented.
- **Recommendation 4:** The new committee should remain an advisory committee.
- **Recommendation 5:** The revision of the charter with more clear objectives and the selection of the new committee members should be in place by September 2022.

Impact Evaluation Report

THANK YOU!

Q&A





Board Report

File #: 2022-0361, File Type: Informational Report

Agenda Number: 36.

REVISED
CONSTRUCTION COMMITTEE
JUNE 16, 2022

SUBJECT: FY23 ANNUAL PROGRAM EVALUATION FOLLOW UP

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the FY23 Annual Program Evaluation Follow-Up (Attachment A).

SANDOVAL AMENDMENT: Direct the CEO to develop an Early Intervention Project Team comprised of Metro’s finest and the best staff from planning, program management, operations, government relations, OMB, and vendor/contract management to design a list of a comprehensive checklist of criteria on successful project delivery addressing such as (1) funding strategy (either it is local or federal project), (2) project delivery method and why the project is being recommended for such delivery method for all Measure M Expenditure Plan Projects.

DUPONT-WALKER AMENDMENT:

1. As part of the next report on the cost management action plan, direct the CEO to include metrics to help evaluate the success and progress of cost control efforts; and
2. In the monthly Countywide Planning Major Project Status Report, direct the CEO to include a cost estimate range and design level for all projects.

ISSUE

On April 21, 2022, Staff presented the Annual Program Evaluation to the Construction Committee. In response, Director Dupont-Walker requested staff respond to the following:.

1. Establish specific measures to ensure project scope growth is being managed and controlled during all phases of project delivery, not just Program Management.
2. Develop a breakdown of specific third party and utility requirements that contribute the most to growing project costs and the steps being taken to amend or alter these requirements.
3. Detail the steps being taken to both evaluate and revise Metro Rail System Design Criteria to adequately balance system safety with project cost efficiency.

BACKGROUND

Metro is delivering the largest transportation infrastructure program in the country. The Annual Program Evaluation (APE) initiative is a comprehensive evaluation of Metro's capital program, including Transit, Multimodal Highway, and Regional Rail projects. As part of the process, staff reviews and updates project costs and schedules to current conditions, challenges, and risks. In addition, APE serves as a project management tool bringing greater consistency, transparency, and discipline to better manage and deliver Board-approved projects. The APE is a dynamic tool, which is updated annually as projects move toward completion and any changes approved by the Board are incorporated.

In April 2022, the most recent annual APE update highlighted the role of construction market factors on the \$23.7 billion capital program. Specifically, market factors arising from the ongoing recovery from the COVID pandemic and Ukrainian conflict continue to escalate project related costs. Updated economic projections indicate that this will continue into FY23 and supply chain issues and labor impacts will continue to be potential cost and schedule drivers. In addition, with the significant number and size of Program Management projects and the accelerated implementation schedule for delivering Metro's capital program, Metro's capability and capacity to deliver multiple complex projects on-time and within budget creates unprecedented challenges to project delivery. Efforts to improve, innovate, and increase our capabilities to deliver projects were also presented. During the discussion, Director Dupont-Walker requested a report back reflecting a broader, agency-wide strategy to mitigate cost growth in the delivery of capital projects.

DISCUSSION

The following departments contributed to the development of this report: Program Management, Planning and Development, Office of Management and Budget, Operations, and the Office of the CEO. This level of engagement lays the foundation for an ongoing collaborative and integrated approach to an effective cost containment strategy and aligns with the lifecycle of project development.

1. Establish specific measures to ensure project scope growth is being managed and controlled during all phases of project delivery, not just program management
 - Identify current best practices and new strategies to embed staff for planning, program management and operations in all stages of project delivery
 - Acknowledge that estimates of project schedule and cost become more accurate as project development advances. Report cost estimates in ranges, especially in early phases of project development when uncertainty is greatest
 - Extend project readiness review procedures across all lifecycle phases, including at various planning, engineering, and operational milestones
 - Assure configuration management process extends to cost and schedule variances from initial baseline plans

- Partner with jurisdictions and third parties to build consensus and buy-in on scope requirements, to freeze project designs earlier
- Conduct routine Board workshops to assure transparency and full understanding of scope alterations and cost implications
- Allocate staff and consultant resources to provide support

2. Third Party and Utility requirements that contribute the most to growing project costs and the steps being taken to amend or alter these requirements

Third Party/Utilities Cost Drivers

- Execution of agreements later in life cycle;
- Current agreements do not drive desired performance and accountability as follows:
 - Changing standards
 - Lack of adherence to timelines
 - Late design change requests; and
- Imposition of unexpected work hour restrictions by Third Parties.

Third Party/Utilities Mitigation Measures

- During project environmental clearance:
 - Engage third parties / utilities early and often
 - Finalize third party / utility agreements
 - Confirm applicable standards
 - Implement design freeze
 - Agree upon streamlined / expedited processes
 - Initiate subsurface exploration; and
- Beginning with project early works:
 - Expand subsurface exploration
 - Minimize changes relative to design freeze and enforce betterment policies
 - Adhere to agreed upon review and approval processes.

3. Metro Rail Design Criteria Plan for Cost Saving Measures

Two Primary Mitigation Strategies

1. Perform an internal assessment of opportunities to adjust requirements; and
2. Leverage alternative delivery contracts, specifically East San Fernando Valley, as an opportunity to further innovations that could result in cost reductions.

Plan for Cost Saving Measures

- Obtain input from the mega projects that are currently under construction as to which items related to Metro Rail Design Criteria for LRT and HRT may be a candidate for capital cost savings, including alternative technology;
- Secure funds and engage the services of an outside consultant to review and benchmark;
- Obtain the design criteria of three other transit rail peer agencies. Choose peer agencies that provide similar type of transit rail services as LA Metro;

- Identify items that will provide capital cost savings without compromising safety or adversely impact operations and maintenance or increase life cycle costs; and
- Coordinate with all the signatories to Metro Rail Design Criteria including Planning, Operations, Safety, and Quality and follow the Metro Systemwide Baseline Change Notice procedure to implement the identified changes.

The full Action Plan is outlined in Attachment A.

EQUITY PLATFORM

There are no equity concerns anticipated as a result of this update.

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. This will be accomplished by planning and delivering multiple capital projects on time and on budget.

NEXT STEPS

Metro staff's next steps are to report back to the Board in September with a more detailed plan for each of the three responses.

ATTACHMENTS

Attachment A - Action Plan

Prepared by:

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Reviewed by:

Bryan Pennington, Chief Program Management Officer (213) 922-7449

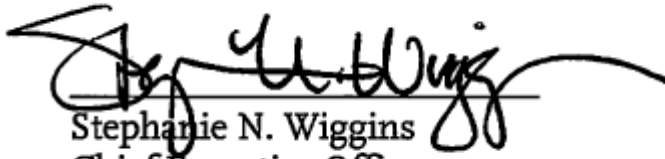
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Stephanie N. Wiggins
Chief Executive Officer

Annual Program Evaluation Follow-Up

(Staff to report back in
60 days with its first
Action Plan)

1. *Establish specific measures to ensure project scope growth is being managed and controlled during all phases of project delivery, not just Program Management.*
2. *Develop a breakdown of specific third party and utility requirements that contribute the most to growing project costs and the steps being taken to amend or alter these requirements.*
3. *Detail the steps being taken to both evaluate and revise Metro Rail System Design Criteria to adequately balance system safety with project cost efficiency.*





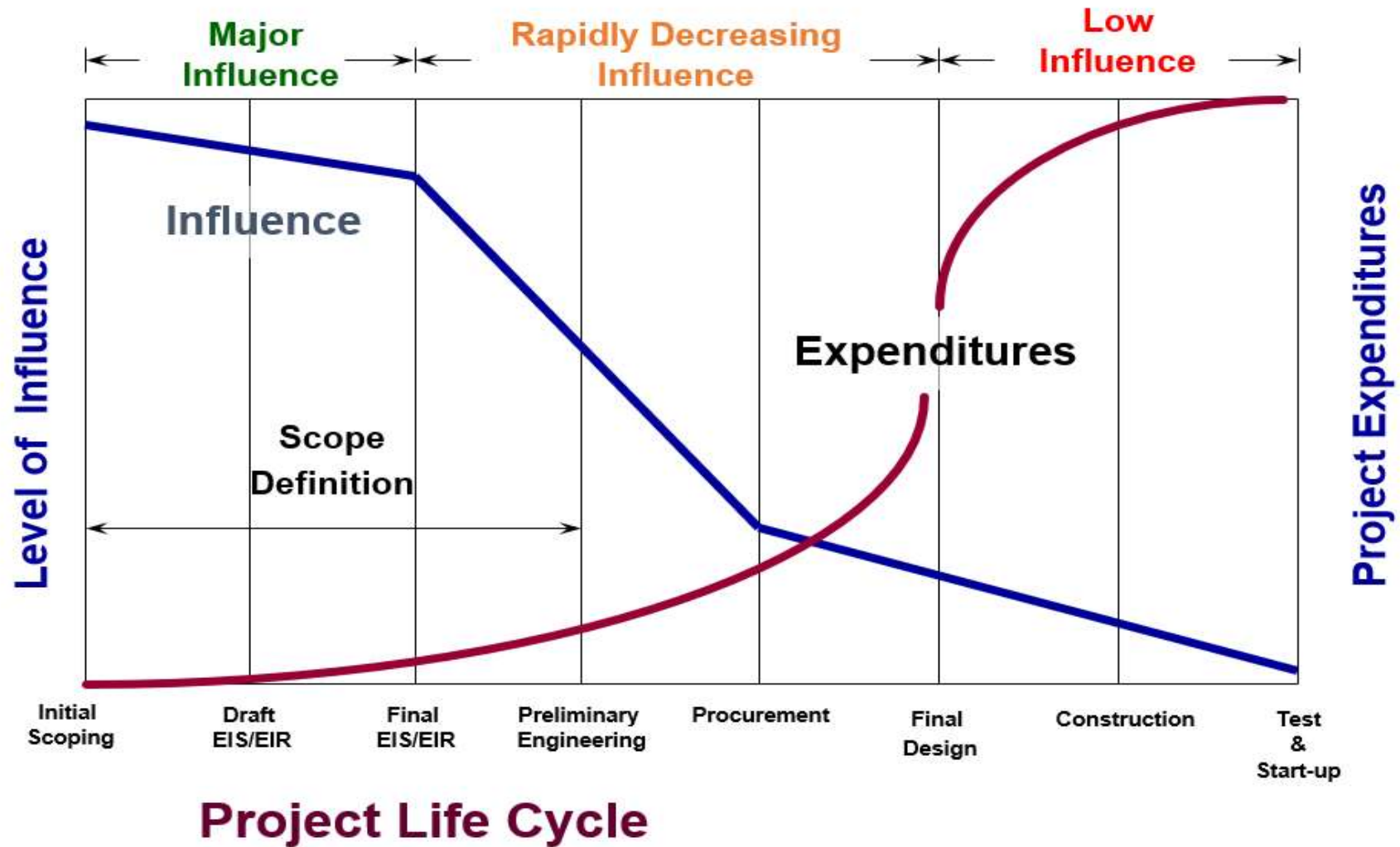
Life Cycle Overview

- Three key departments engaged with participation level changing by phase (i.e., Planning, Program Management, Operations)
- Department collaboration on scope, cost, schedule and risk is essential throughout the project life cycle
- Program-wide processes, procedures and project phase appropriate data informs stage gate decisions
- Approach entails commitment of Metro resources and knowledge
- Success also requires engagement from Metro Board and local stakeholders
- Pre-determined stage gates support reporting and cost and schedule mitigation efforts prior to next stage
- Decision-making at all stages of project development should consider full life cycle implications, with understanding that estimates (cost, schedule, etc.) become more accurate as design progresses
- Continuous configuration management over full project lifecycle improves consistency of reporting and decision making at key stages

ITEM 1

Establish specific measures to ensure project scope growth is being managed and controlled during all phases of project delivery, not just Program Management

Opportunity to Influence Project Cost Outcomes



Capital Project Lifecycle – Typical Stage Gate Review Process *

Countywide Planning and Development

Program Management

Operations

INITIATE	PRELIMINARY ENGINEERING & ENVIRONMENTAL APPROVAL		EARLY WORKS	PROCUREMENT	DESIGN & BUILD	OPERATE
STAGE 1	STAGE 2	STAGE 3	STAGE 4	STAGE 5	STAGE 6	STAGE 7
Project Initiation	Identify Preferred Alternative & Begin Preliminary Design	Environmental Clearance, Prepare for Construction	Early Works and Right-of-Way Acquisition	Procurement for Construction	Final Design, Construction, Testing and Commissioning	Operations & Project Closeout
Define initial scope, cost and schedule	15% Preliminary Engineering	Final (EIR/EIS)	Right-of-Way Acquisition	Request for Qualifications/Proposals	Contractor completes final design	Transfer completed project from contractor to Agency
Initial scope evaluated in programmatic environmental impact statement	Draft Environmental Impact Report (EIR/EIS)	Record of Decision - Environmental Clearance	Third party agreements - railroads, local jurisdictions, utilities	Select contractor/award contract	Construction initiated	Operate and maintain in-service asset
Service planning	Evaluate Range of Alternatives	Up to 30% Preliminary Engineering	Environmental permits - federal agencies	Issue Notice to Proceed	Change order management	Detailed project documentation complete
Risk Assessment	Model operational scenarios	Risk Assessment	Risk Assessment	Finalize right-of-way, third party agreements, permits, and environmental mitigation	Risk Assessment	
Scope, cost, schedule	Identify Preferred Alternative	Develop Procurement/Delivery Plan	Scope, cost, schedule	Risk Assessment	Construction completed	
	Risk Assessment	Right of Way Mapping		Scope, cost, schedule	Project tested and commissioned	
	Scope, cost, schedule	Identify Utility Relocations			Substantial completion milestone	
		Scope, cost, schedule			Ready for track & systems	
					Scope, cost, schedule	

*Process shown correlates to a design-build project delivery model. Recommendations that follow would also apply to other delivery methods.



High Level Recommendations (Life Cycle Approach)

Establish specific measures to ensure project scope growth is being managed and controlled during all phases of project delivery, not just program management.

- Identify current best practices and new strategies to embed staff for planning, program management and operations in all stages of project delivery
- Acknowledge that estimates of project schedule and cost become more accurate as project development advances. Report cost estimates in ranges, especially in early phases of project development when uncertainty is greatest
- Extend project readiness review procedures across all lifecycle phases, including at various planning, engineering, and operational milestones
- Assure configuration management process extends to cost and schedule variances from initial baseline plans
- Partner with jurisdictions and third parties to build consensus and buy-in on scope requirements, to freeze project designs earlier
- Conduct routine board workshops to assure transparency and full understanding of scope alterations and cost implications
- Allocate staff and consultant resources to provide support

ITEM 2-A

*Develop a breakdown of specific third party and utility requirements that contribute the most to growing project costs and the steps being taken to amend or alter these requirements → **Third Party and Utilities***



Introduction and Background

Average Cost of Utilities:
10% of the LOP



Cost of Third Party Work:
Between 7-12% of the LOP
(depending on project type)

Cost Drivers for Utilities and Third Parties include:

- Need authority for self-permitting
- Need Master Cooperative Agreement (MCA) that drives accountability
- Need approved standards prior to bid issuance
- Enforce betterment policies
- Resource challenges and minimal work hours



Third party and Utilities – Cost Drivers and Mitigation Measures

Third Party/Utilities Cost Drivers	Third Party/Utilities Mitigation Measures
<ul style="list-style-type: none">• Execution of agreements later in life cycle• Current agreements do not drive desired performance and accountability as follows:<ul style="list-style-type: none">• Changing standards• Lack of adherence to timelines• Late design change requests• Imposition of unexpected work hour restrictions by third parties	<ul style="list-style-type: none">• During project environmental clearance<ul style="list-style-type: none">• Engage third parties / utilities early and often• Finalize third party / utility agreements• Confirm applicable standards• Implement design freeze• Agree upon streamlined / expedited processes• Initiate subsurface exploration• Beginning with project early works<ul style="list-style-type: none">• Expand subsurface exploration• Minimize changes relative to design freeze and enforce betterment policies• Adhere to agreed upon review and approval processes

ITEM 2-B

*Identify largest construction cost drivers that contribute the most to increased project costs and the steps being taken to mitigate → **Differing Site Conditions – Geotechnical and Environmental***



Environmental and Geotechnical Cost Drivers - Introduction and Background

Cost of Environmental and Geotechnical Work:
Approximately 10 - 13% of the LOP

(inclusive of permitting, construction compliance, and differing site condition changes and claims)

- Differing Site Conditions (DSC) are the primary cost driver for construction contract changes.
- Geotechnical investigations occur during Environmental Planning and Preliminary Engineering project phases with some detailed geotechnical investigations deferred to the Final Design and Construction Phase.
- Environmental issues are well known to impact construction costs, and to be relatively unanticipated. In some cases, this is due to California's position on the leading edge of rapidly evolving environmental regulations. In other cases, the impacts are due to a lack of awareness (on the part of planners, designers, and contractors) of the degree to which environmental compliance and mitigation requirements can extend beyond the specific issues encountered, and their cascading effects on cost and schedule.



Environmental/Geotechnical Cost Drivers and Mitigation Measures

Environmental/Geotechnical – Cost Drivers	Environmental/Geotechnical – Mitigation Measures
<ul style="list-style-type: none">• Unforeseen/undefined below ground conditions• Unknown underground obstructions including abandoned oil wells along with buried structures for piles, building foundations, utilities, concrete drainage structures• Environmental conditions such as hazardous/contaminated materials, and presence of cultural or paleontological resources• Waste and wastewater management• Subsurface conditions and their flow for groundwater and gases• Demolition and abatement of structures• Schedule impacts from regulatory agency involvement	<ul style="list-style-type: none">• Perform initial environmental and geotechnical investigations for all projects and property acquisitions (Stage 2 Preliminary Engineering)• Expand investigations during early works stage (Early Works - Stage 4)• Perform additional investigation, early remediation, mitigation, and abatement activities ahead of construction where feasible (Early Works - Stage 4)• Early engagement with various oversight agencies to secure necessary permits and agreements (Early Works - Stage 4)• Provide detailed guidance to Contractors and assist with logistical efficiency with respect to environmental and geotechnical concerns (Design & Build - Stage 5)

ITEM 3

Detail the steps being taken to both evaluate and revise Metro Rail System Design Criteria to adequately balance system safety with project cost efficiency.



Metro Rail Design Criteria - Introduction, History, Content

- Developed over the past 20+ years for design of light and heavy rail facilities
- All major Metro departments including, Safety and Risk Assessment, Quality, Planning, Operations and Engineering are signatory to content and requirements of MRDC
- All changes must be approved by the signatory departments before using these requirements
- Mainly uses/references the various requirements of national design codes for each discipline where available and applicable
- Aims to satisfy the pertaining national state and local mandates while using industry best practices to suit Metro's specific requirements. Not meeting these mandates would translate into a major liability for Metro.
- There are only handful of requirements that exceed code mandates to meet Metro's specific requirements
- MRDC prescribes the minimum requirements for the design of transit rail facilities that will provide for optimum life cycle costs
- Requirements are updated on a regular basis based on an internal identified need or code mandate
- Valid deviations to the MRDC requirements are entertained and approved on a project basis and agreed and signed off by all the signatory departments



Metro Rail Design Criteria –Mitigation Strategies

Two Primary Mitigation Strategies

- Perform an internal assessment of opportunities to adjust requirements
- Leverage alternative delivery contracts, specifically East San Fernando Valley, as an opportunity to further innovations that could result in cost reductions
- Overarching Assessment Assumptions:
 - 1.Revisions to MRDC would not compromise safety or adversely impact operations and maintenance or negatively impact customer experience.
 - 2.Fire Life Safety Design Criteria will be included in this review



Metro Rail Design Criteria - Plan for Cost Saving Measures

- Obtain input from the mega projects that are currently under construction as to which items related to Metro Rail Design Criteria for LRT and HRT may be a candidate for capital cost savings
- Secure funds and Engage the services of an outside consultant to review and benchmark
- Form a multidisciplinary team consisting of internal Metro Staff and outside consultant discipline experts
- Obtain the design criteria of three other transit rail peer agencies. Choose peer agencies that provide similar type of transit rail services as LA Metro
- Identify items that will provide capital cost savings without compromising safety or adversely impact operations and maintenance or increase life cycle costs.
- Coordinate with all the signatories to Metro Rail Design Criteria including Planning, Operations, Safety, and Quality and follow the Metro Systemwide Baseline Change Notice procedure to implement the identified changes



Metro Design Criteria – Using Alternative Project Delivery/Progressive Design Build to Analyze Cost

- Progressive Design Build (PDB) is a qualifications-based project delivery system that transparently builds up the project scope and cost with our selected contractor in a transparent, collaborative, and risk-informed manner
- During the cost build up process of a PDB project, the owner is afforded visibility and influence into all project costs, and is in position to analyze all project requirements in relation to tradeoffs between initial capital expenditures vs. lifecycle operational costs
- The East San Fernando Valley (ESFV) Light Rail Transit (LRT) project is Metro's first PDB contract for the Measure M rail expansion program and will give Metro true visibility into the relative cost of MRDC requirements. This process allows staff and the contractor team to analyze direct capital expenditure against the operational lifecycle cost, and will give us additional data in regard to the relative cost of the MRDC requirements, as described in the next slide
- This cost data can be used to further inform the MRDC studies described in the prior slide
- Metro's approach to PDB and transparent cost negotiation is generally consistent with other transit agencies engaged in alternative project delivery, such as DART, SANDAG, and VTA, as examples.



Metro Design Criteria – ESFV PDB Contract

SCOPE

The initial PDB Phase I scope for ESFV will contractually require an initial costing and open-books review of project estimates by the private sector contractor as follows:

1. Pricing the project as drawn in the contract documents and fully compliant with the MRDC; and
2. Bringing innovative ideas and technology solutions that result in cost and schedule reduction strategies that may include deviations from the MRDC

These tasks will be instrumental in our evaluation of MRDC cost vs. lifecycle operational cost, as we will know the relative up front and long term costs of price reduction ideas derived from deviations to the MRDC.



Conclusion and Next Steps

Initial Action Plan identified steps to help control project costs for the following:

1. Alleviate project scope growth
2. Minimize third-party and utility related cost increases
3. Reduce contract changed conditions for ground conditions and soils
4. Revise Metro Rail System Design Criteria

Short Term

- Continue alternative delivery roll-out including mitigation measures
- Deploy focused process area tiger teams
- Update processes / procedures / associated contract documents
- Assess staff and consultant resources required
- Report back to board within 90 days with detailed mitigation plan

Long Term

- Continue to monitor scope control opportunities
- Continue to increase focus on program and project cost/schedule risk



Board Report

File #: 2022-0336, File Type: Motion / Motion Response

Agenda Number: 47.

REGULAR BOARD MEETING JUNE 23, 2022

..Subject

SUBJECT: I-710 SOUTH CORRIDOR TASK FORCE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

- A. RECEIVING AND FILING report on the I-710 South Clean Truck Program (I-710 South Corridor Zero Emission Truck Program) in response to Board Motion 16; and
- B. AUTHORIZING the Chief Executive Officer to execute Modification No. 28 to Contract No. PS4340-1939, I-710 South Corridor Project EIR/EIS, with URS Corporation (an AECOM Entity) to fund the close out of the EIR/EIS and the new 710 South Corridor Investment Plan in the not-to-exceed (NTE) amount of \$6,276,216.18, increasing the total contract value from \$58,173,718 to \$64,449,934.18.

ISSUE

Motion 9 by Directors Hahn, Solis, Mitchell, and Dutra (Attachment A) set forth directives to guide the work of the Task Force and the development of the I-710 South Corridor Investment Plan (710 IP). Staff requests Board consideration of the recommendations related to developing the 710 IP presented in this report.

BACKGROUND

Metro and Caltrans established the I-710 South Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the Interstate 710 (I-710) South Corridor between the Ports of Los Angeles and Long Beach and State Route 60 (Attachment B - 710 Task Force Study Area).

Last month the Board acted on a request from Caltrans to rescind the LPA 5C and, in its place, approve Alternative 1, the “No Build” alternative, as the new LPA for the I-710 South Corridor Project Final Environmental Document (File #2022-0100). This action effectively concluded the prior environmental process. It cleared the path forward for the Task Force to provide a new set of projects, programs, and legislative recommendations as part of the 710 IP for Board consideration to

deliver much-needed investment for the communities directly impacted by the movement of people and goods through the I-710 South Corridor.

Following the adoption of Motion 16 by Directors Hahn and Dutra (Attachment C), the staff initiated a Zero Emission (ZE) Truck Working Group as part of the Task Force's engagement process. The Working Group is charged with developing the 710 ZE Truck Program under the guidance of the ZE technology parameters adopted by the Board.

DISCUSSION

I-710 South Corridor Zero Emission (ZE) Truck Program

The ZE Truck Working Group held seven meetings (November 2021 and monthly from January to June of 2022) in which Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 ZE Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the EPA
- Air quality context from the SCAQMD and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of the ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Federal funding opportunities and collaboration with USDOT representatives
- Community engagement needs and strategies to ensure proper community participation in key planning decisions made regarding ZE Infrastructure siting.
- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

Since the last report to the Board in March 2022 (File #2022-0037), the ZE Truck Working Group has met three times as it seeks to finalize its scope and strategies to leverage the \$50 million programmed for this effort by the Board.

The working group favors public ZE truck electric charging/hydrogen fueling infrastructure as the overwhelming focus of how to invest the \$50 million. At its May 2022 meeting, an informal poll found that 38% of members could "support this proposal" while the other 62% of members could "live with the proposal" but required more information on elements of the scope to be able to support the overall proposal. To ensure the Working Group moved forward with consensus, staff determined that more information and opportunities for discussion would be needed to allow more members to become comfortable enough with the proposal to support it formally.

To address this information need, staff conducted breakout sessions with the Working Group members that focused on these five main topics:

- Equity considerations, community engagement and benefits, and ZE infrastructure siting
- Strategic partnerships and funding opportunities
- Legislative and policy initiatives
- Truck subsidies
- Environmental impacts and mitigation strategies

The Working Group requested additional breakout rooms for the June 2022 meeting to address additional topics, including workforce development, electrifying freight trains, investigating parcels of land for potential siting of public ZE infrastructure, and developing effective community engagement strategies at the regional level for planning purposes and at the local level for site-specific proposals. Staff also worked with the working group members to identify more near-term opportunities for discretionary grant funding for projects and planning needs for the I-710 South Corridor and will report back to the Board at a future date with more details of this funding strategy once completed.

Request for Contract Modification

To develop the 710 IP, staff conducts extensive stakeholder and community engagement on a monthly basis through meetings with the Task Force and its subgroups that require a great deal of coordination and preparation from Metro staff and its consultant team. Funding to complete the 710 IP, which will be developed through this engagement and consultant technical support, was not included in the original I-710 EIR/EIS contract budget. Additional funding in the amount of \$6,276,216.18 is needed going forward because the scope and the level of effort necessary to close out the environmental document and develop the 710 IP is greater than what can be funded by the remaining contract amount for the I-710 EIR/EIS.

A summary of the work plan for the requested contract modification to close out the Final EIR/EIS effort and complete the 710 IP is provided below.

Work Element #1 - Final EIR/EIS and Project Report, No Build

Completion of responses to comments and preparation of the final environmental document, preparation of the Project Report (PR) which documents Caltrans' approval of the Project, and preparation of the Administrative Record.

Schedule: July 2022 - January 2023

Work Element #2 - I-710 South Corridor Investment Plan: Stakeholder and Community Engagement & Technical Analysis and Development

Below is a breakdown of the projected costs, by task, for the work elements described above in more detail.

Contract Modification Task Breakdown	Budget
Project Management	\$498,900
Completion of the Final Environmental Document	\$918,028.86
I-710 South Corridor Investment Plan - Technical Analysis & Development, Stakeholder and Community Engagement	\$4,859,287.94
Total	\$6,276,216.18

DETERMINATION OF SAFETY IMPACT

The proposed contract modification will have no negative impact on the safety of Metro’s patrons or employees. The ultimate 710 IP developed with input from the Task Force will include safety as a goal that will help guide the creation of a safer, more community-supportive approach to moving people through the I-710 South Corridor and its communities.

FINANCIAL IMPACT

The amount of \$500,000 is included in the FY23 Adopted budget under the I-710 South Early Action Project 460316, Account 50316 (Services Professional/Technical), Task 14.01. Since the development of the FY23 Budget, additional effort was identified in pursuit of the goals and objectives of the Task force. No additional budget is needed at this time. Staff will reassess the approved FY23 budget and make necessary adjustments to fund the Task Force efforts needed during the fiscal year.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the interim Senior Executive Officer for Countywide Planning and Development-Roads & Highways, and the Chief Planning Officer will continue to be responsible for budgeting any remaining costs in future fiscal years.

Impact to Budget

The source of funds for this project will be Measure R Highway Capital (20%) Funds from the I-710 South and/or Early Action Projects. This fund source is not eligible for Bus and Rail Operations or Capital Expenditures.

EQUITY PLATFORM

Staff is engaging stakeholders, including those most likely to be impacted by potential improvements in the corridor, to provide input on the development of an Investment Plan for the I-710 South Corridor collaboratively. The CLC is composed entirely of residents from the communities along the corridor, meetings are facilitated in English and Spanish. In the last few months, the CLC has participated in orientations and several business meetings of the CLC as well as in meetings of the

Equity Working Group (EWG) and ZE Truck Working Group. Through their participation, the CLC reviews proposals and develops recommendations for consideration by the Task Force.

The EWG, which includes Task Force and CLC members, meets regularly to ensure that all aspects of the Task Force's work and recommendations consider historic and current inequities and discuss solutions and decisions that will maximize equitable outcomes.

The 710 ZE Truck Program, which is intended to be a new process, is currently being developed by the ZE Truck Working Group and will be assessed for its ability to support equitable outcomes. Developing the 710 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 I-710 South Corridor. In response to input from community representatives, Metro will continue to engage and include members of the CLC in the development of the ZE Truck Working Group recommendations and receive the CLC's review of the recommendations prior to finalization.

With this action, the 710 Task Force and its attendant working groups and CLC will continue to promote community-driven conversations to ensure an equitable decision-making process as the Task Force provides input on multimodal strategies and input on priority projects and programs for the I-710 South Corridor for consideration by the the Metro Board.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor communities, impacted residents and stakeholders through 710 Task Force meetings and its attendant committees and public outreach forums, such as the ZE Truck Working Group, is consistent with 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.

Goal 4: Transform LA County through regional collaboration and national leadership.

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

NEXT STEPS

The Task Force will continue the Vision Statement and Goals discussion at its July 11, 2022, meeting and approve a recommendation for the Vision Statement, Guiding Principles and Goals to be brought forward for the Board's consideration in August.

Staff will also initiate the next phase of the Task Force process - the development of the Multimodal Strategies, Projects, and Programs to be evaluated for inclusion in the 710 IP - and include a report back on this progress at the August 2022 meeting.

The ZE Truck Working Group will continue to meet monthly to define the 710 ZE Truck Program and its associated investment and implementation plan to accelerate the deployment of the ZE Heavy-Duty Class 8 trucks and infrastructure along the I-710 South Corridor.

ATTACHMENTS

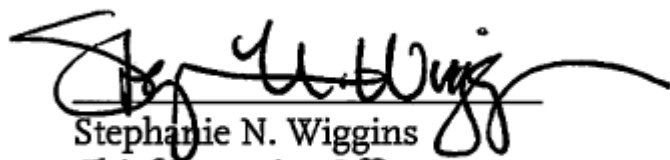
- Attachment A -Motion by Directors Hahn, Solis, Mitchell, and Dutra, May 2022
(Item 9, File #2022-0355)
- Attachment B - 710 Task Force Study Area
- Attachment C - Substitute Motion by Directors Hahn and Dutra, October 2021
(Item 16, Legistar # 2021-0708)
- Attachment D - Procurement Summary
- Attachment E - Contract Modification/Change Order Log
- Attachment F - DEOD Summary

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Chief Executive Officer



Metro

Board Report

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

File #: 2022-0355, **File Type:** Motion / Motion Response

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2022

Motion by:

DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

I-710 South Corridor Motion

The I-710 South Corridor is a 19-mile stretch of the I-710 Freeway, from East Los Angeles in the north to the Ports of Long Beach and Los Angeles in the south. Connecting the ports with shipping and warehousing facilities in Southern California, this corridor is a goods movement corridor of national significance, as 40% of all waterborne or containerized imports into the United States come through the Ports of Long Beach and Los Angeles, which have become California's and America's loading docks. Metro has been studying ways to relieve congestion and improve safety along the I-710 South Corridor for more than two decades.

Of the 1.2 million people who live along the I-710 South Corridor, nearly 1 million, or 83 percent, identify as Black or Hispanic. These residents face some of the worst air quality anywhere in the country, as the corridor accounts for 20% of all particulate emissions in Southern California. The I-710 South is known as the "diesel death zone" owing to very high levels of diesel pollutants within a quarter-mile either side of the freeway. These high levels of pollutants have been linked to health challenges including decreased lung function, asthma, increased lung and heart disease symptoms, and chronic bronchitis in communities along the corridor, which also face long-standing disparities in health and access to healthcare.

In 2018, the Metro Board of Directors voted in favor of the I-710 South Corridor's Environmental Impact Report's recommended "Alternative 5C." That Board decision was contingent on Federal approval, in order to fully fund the project. In 2021, the U.S. Environmental Protection Agency (EPA) formally opposed "Alternative 5C" on the grounds that any increase in vehicles and trucks along the corridor would increase particulate emissions in communities that are already heavily impacted by particulate emissions. Subsequent to that decision, the State of California also announced that it would not support "Alternative 5C."

Beginning in mid-2021, Metro staff initiated a new process to reimagine the corridor, convening a Task Force comprised of stakeholders representing labor, the ports, local elected leadership, goods movement industry, and community-based organizations. That Task Force now also includes several working groups and a Community Leadership Committee to help inform future project direction and decision-making. In addition, the Gateway Cities Council of Governments (COG) convened an Ad

Hoc Committee, comprised of elected leaders representing cities along the corridor, which considered and approved Guiding Principles and Projects and Programs which are the COG's preferred approach for improving the quality of life for corridor residents and enhancing the operational efficiency benefitting the corridor's users.

The steps taken in the past year by Metro to chart the path forward for this project are commendable. Even as the larger capital project has seen the environmental review process need to restart, the challenges along the I-710 South Corridor not only remain but continue in many ways to further deteriorate. The Ports are seeing record imports, and many of these products are being trucked out, on the I-710 Freeway, creating even more congestion along and near the freeway, further exacerbating safety issues and worsening air quality for communities throughout the corridor.

Since the time of the Board's 2018 action on the I-710 South Corridor, the California Department of Transportation (Caltrans) has adopted a new standard for evaluating freeway projects, known as "The Transportation Analysis Framework: Evaluating Transportation," implementing provisions of SB 743 (Steinberg, 2013), focused on reducing "Vehicle Miles Traveled" (VMT). The State has also adopted the "California Action Plan for Transportation Infrastructure," or CAPTI, which aligns the State's transportation infrastructure investments with its climate, health, and equity goals, with a goal of significantly reducing VMT.

Additionally, the Biden-Harris Administration has issued new Federal policies "securing environmental justice and spurring economic opportunity for disadvantaged communities that have been historically marginalized and overburdened by pollution," including Executive Order 14008 and the Justice40 Initiative. The Federal Highway Administration has also issued a policy document associated with implementing the new Bipartisan Infrastructure Law that states, in part, "The Policy prioritizes projects that move more people and freight by modernizing and increasing the operational efficiency of existing roads and highways over projects that expand the general purpose capacity of roads and highways."

The original vision for the I-710 South Corridor was a \$6 billion freeway project, leveraging nearly \$1 billion in local funding to be matched by \$5 billion in State and Federal funding. While most of the local funding remains in Measures R and M, any major investments in the corridor will need State and Federal support, and Metro should seek a similar 5-to-1 State/Federal-to-Local match goal.

SUBJECT: I-710 SOUTH CORRIDOR MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force

and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

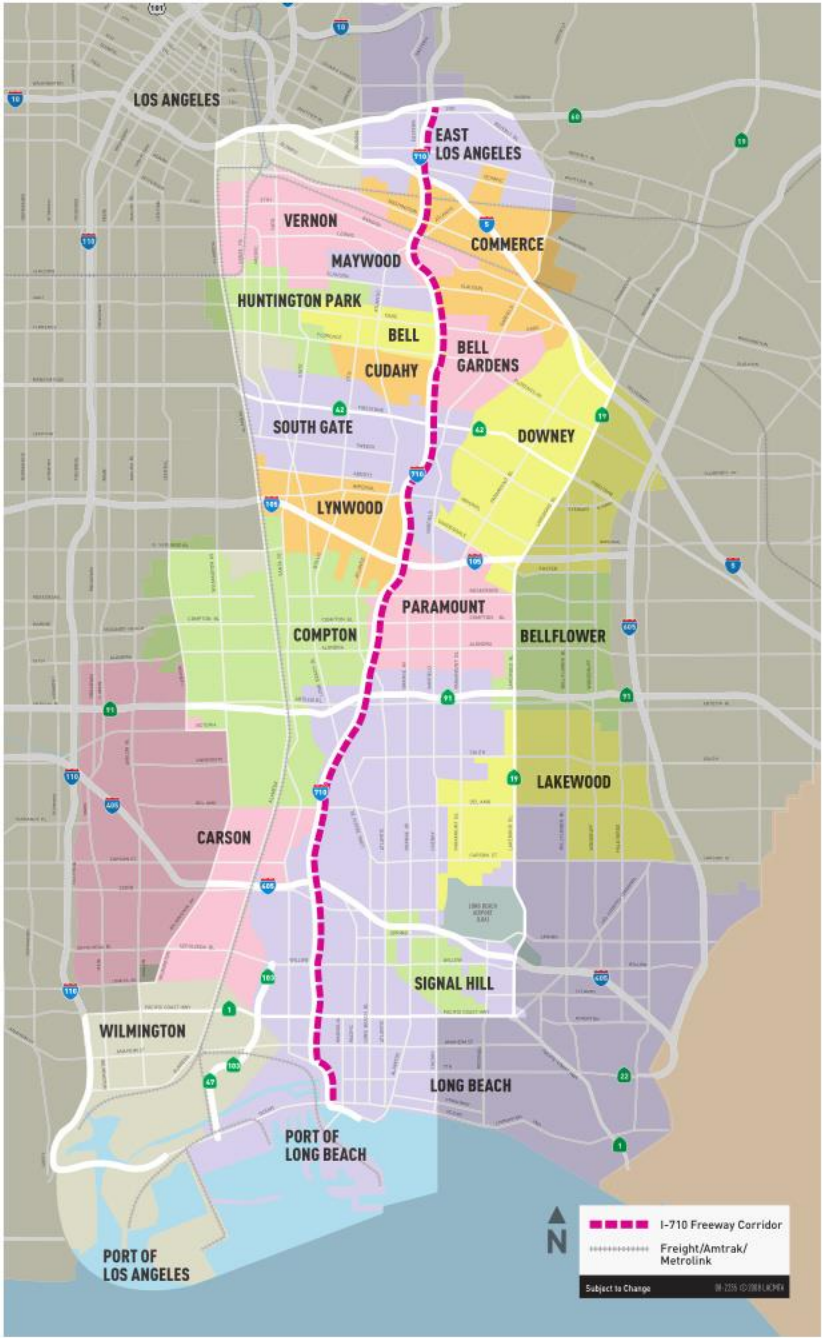
Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

We, therefore, further direct the Chief Executive Officer to:

- A. Develop and Implement a project Investment Plan, which:
1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
 2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
 3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
 4. Provides a suite of major investments that can be completed no later than 2028;
 5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act “Grants Strategy and 5-Year Implementation Plan” currently under development for presentation to the Metro Board;
- B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.
- C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project’s Investment Plan; and
- D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

710 Task Force Study Area

I-710 Corridor Project EIR/EIS



**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.

PROCUREMENT SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS SCOPE, BUDGET AND SCHEDULE
PS4340-1939

1.	Contract Number: PS4340-1939		
2.	Contractor: URS Corporation (an AECOM Entity)		
3.	Mod. Work Description: Re-create a New I-710 Task Force to Engage Public for I-710 Corridor Project EIR/EIS		
4.	Contract Work Description: I-710 Corridor Project Environmental Impact Report and Environmental Impact Statement Component		
5.	The following data is current as of: 5/27/2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/28/2008	Contract Award Amount: \$22,686,314
	Notice to Proceed (NTP):	1/28/2008	Total of Modifications Approved: \$35,487,404
	Original Complete Date:	6/30/2015	Pending Modifications (including this action): \$6,276,226
	Current Est. Complete Date:	10/30/2022	Current Contract Value (with this action): \$64,449,944
7.	Contract Administrator: Andrew Conriquez		Telephone Number: 213-922-3528
8.	Project Manager: Lucy Delgadillo		Telephone Number: 213-922-7099

A. Procurement Background

This Board Action is to approve Contract Modification No. 28 issued in support of the EIR/EIS, Project Report and Advanced Preliminary Engineering for the I-710 project. This Modification covers the re-engagement of the public through a newly created I-710 Task Force.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

A total of 27 modifications have been executed to date. For detail, please refer to Attachment B - Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the ICE and technical analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$6,276,217	\$6,205,112.11	N/A

ATTACHMENT E

CONTRACT MODIFICATION/CHANGE ORDER LOG

I-710 SOUTH CORRIDOR PROJECT FINAL EIR/EIS/PS4340-1939

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Added New DBE and Updated Project Manager	Approved	5/20/2008	\$0
2	Added New Subcontractor/Revised SOW – to include additional Traffic Studies	Approved	1/15/2009	\$53,599
3	Revised SOW – Utility Design	Approved	10/29/2009	\$299,103
4	Revised SOW – to include additional Traffic Studies	Approved	1/25/2010	\$78,019
5	Revised SOW – Enhanced Landscape Design Services	Approved	2/22/2010	\$254,947
6	Revised SOW to include additional geometric design options, traffic analysis and forecasts, advanced planning studies	Approved	10/20/2010	\$484,017
7	Revised SOW to revise build alternatives 6A/6B, oil field relocation strategies, visual impact analysis, meeting support, project management support, tolling alternatives, utility strategy alternatives analysis	Approved	1/5/2011	\$4,001,672
8	Revised SOW to revise alternative segment 6 and design options, update geometric plans, visual impact analysis, meeting support, project management support, tolling alternatives, community participation, and public officials coordination	Approved	5/23/2011	\$1,339,228
9	Supplemental SOW – Traffic Simulation Model	Approved	4/23/2012	\$324,339
10	Supplemental Environmental Analyses for the I-710	Approved	4/24/2012	\$0

	Corridor Project (\$255,525) and Task reductions (-\$255,525) resulting in net zero change			
11a	Supplemental SOW (\$218,518) and Task reductions (-\$218,518) resulting in net zero change	Approved	11/202012	\$0
12	Revised SOW incorporating project changes, changes in state and federal improvement requirements, evaluation of Preferred alternative, re-circulation of Draft EIR/EIS and completion of Final EIR/EIS	Approved	1/24/2013	\$9,190,276
13	Supplemental Work -Augment public officials, and staff oversight coordination	Approved	1/13/2014	\$69,791
14	Period of Performance Extension	Approved	6/29/2015	\$0
15	Period of Performance Extension	Approved	9/21/2015	\$0
16	Supplemental Statement of Work and Period of Performance Extension	Approved	10/22/2015	\$7,012,735
17	Supplemental Statement of Work and Period Performance Extension	Approved	1/28/2016	\$3,729,598
18	Budget adjustments and extension of expiration date - No Cost Increase	Approved	4/25/2017	\$0
19	Supplemental Statement of Work and increased funding.	Approved	10/25/2017	\$496,821
20	Supplemental Statement of Work and increased funding.	Approved	12/5/2017	\$494,485
21	Supplemental Statement of Work and increased funding.	Approved	1/15/2018	\$408,765
22	Supplemental Statement of Work and increased funding.	Approved	6/28/2018	\$7,249,919
23	Period of Performance Extension	Approved	10/9/2019	\$0
24	Period of Performance Extension	Approved	2/12/2020	\$0
25	Supplemental Statement of Work with revisions to tasks with no cost increase.	Approved	9/23/2020	\$0
26	Supplemental Statement of Work with revisions to tasks with no cost increase.	Approved	8/12/2021	\$0
27	Period of Performance Extension	Approved	11/23/2021	\$0
28	Supplemental Statement of Work, increase to funding and Period of Performance Extension	Pending	6/4/2022	\$6,276,217

	Modification Total:			\$41,763,621
	Original Contract:		1/28/2008	\$22,686,314
	Total:			\$64,449,935

DEOD SUMMARY

I-710 CORRIDOR PROJECT FINAL EIR/EIS SCOPE, BUDGET AND SCHEDULE
PS-4340-1939**A. Small Business Participation**

URS Corp (an AECOM entity) made a 9.56% Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment for this project. Based on payments to-date, the project is 97% complete and the current DALP participation is 10.70%, exceeding the commitment by 1.14%.

Small Business Commitment	DALP 9.56%	Small Business Participation	DALP 10.70%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Civil Works Engineers	Caucasian Female	3.11%	3.33%
2.	JMD, Inc.	Black American	2.76%	1.19%
3.	Tatsumi and Partners, Inc.	Asian-Pacific American	0.79%	1.77%
4.	Wagner Engineering Survey	Caucasian Female	2.90%	1.17%
5.	MBI Media	Caucasian Female	TBD	0.62%
6.	Galvin Preservation Associates	Caucasian Female	TBD	0.74%
7.	D'Leon Consulting Engineers Corp.	Hispanic American	Added	0.60%
8.	Epic Land Solutions	Caucasian Female	Added	0.62%
9.	Network Public Affairs	Caucasian Female	Added	0.19%
10.	PacRim Engineering, Inc.	Asian-Pacific American	Added	0.11%
11.	Pan Environmental, Inc.	Asian-Pacific American	Added	0.12%
12.	Wiltec	Black American	Added	0.24%
	Total		9.56%	10.70%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0418, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 23, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 26, 2022.

**Comment & Speakers List
Board Month: May 2022**

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller 0660	P&P CONSENT CALENDAR	GENERAL COMMENT
2	North Los Angeles County Transporation Coalition JPA	P&P #6	FOR
3	Caller 0668	P&P #8/9	FOR
4	Caller 5684 - MoveLA	P&P #8/9	FOR
5	Caller 3398 - The Port of Long Beach	P&P #8/9	FOR
6	Caller 4886 - Legislative Assistant for Assemblymember Garcia	P&P #8/9	FOR
7	Caller 4589 - Mayor of the City of Commerce	P&P #8/9	FOR
8	Caller 0660	P&P #8/9	FOR
9	Coalition for Environmental Health and Justice	P&P #8/9	FOR
10	Josh Vredevoogd	P&P #8/9	FOR
11	Michael Schneider	P&P #8/9	FOR
12	Meggie Kelley	P&P #8/9	FOR
13	Susannah Lowber	P&P #8/9	FOR
14	Allen Liou	P&P #8/9	FOR
15	Arjun Kolachalam	P&P #8/9	FOR
16	Mike Dow	P&P #8/9	FOR
17	Prabhu Reddy	P&P #8/9	FOR
18	Nicholas Burns	P&P #8/9	FOR
19	Mimi Holt	P&P #8/9	FOR
20	Erin Sullivan	P&P #8/9	FOR
21	Trevor Reed	P&P #8/9	FOR
22	Justin Howe	P&P #8/9	FOR
23	Mark Sanborn	P&P #8/9	FOR
24	Matt Ruscigno	P&P #8/9	FOR
25	Michael Siegel	P&P #8/9	FOR
26	Olga Lexell	P&P #8/9	FOR
27	Sean Broadbent	P&P #8/9	FOR
28	Elias Platte-Bermeo	P&P #8/9	FOR
29	Kelly Wright	P&P #8/9	FOR
30	Natalie Freidberg	P&P #8/9	FOR
31	Tesia Meade	P&P #8/9	FOR

32	Nimesh Rajakumar	P&P #8/9	FOR
33	Aida Ashouri	P&P #8/9	FOR
34	Liang Yu	P&P #8/9	FOR
35	Jose Rodriguez	P&P #8/9	FOR
36	Thanos Trezos	P&P #8/9	FOR
37	Nicholas Lidster	P&P #8/9	FOR
38	Jacob Wasserman	P&P #8/9	FOR
39	Ellington Peet	P&P #8/9	FOR
40	Sam Shapiro-Kline	P&P #8/9	FOR
41	John Perry	P&P #8/9	FOR
42	Ava Marinelli	P&P #8/9	FOR
43	Andrew Reich	P&P #8/9	FOR
44	Lionel Mares	P&P #8/9	FOR
45	Daniel Hoffman Bezinovich	P&P #8/9	FOR
46	Brooke Nowling	P&P #8/9	FOR
47	Luke Kim	P&P #8/9	FOR
48	Carol Springer	P&P #8/9	FOR
49	Arlene G. Ríos	P&P #8/9	FOR
50	Sean Meredith	P&P #8/9	FOR
51	Tania Becker	P&P #8/9	FOR
52	Gustavo Hemstreet	P&P #8/9	FOR
53	Reuven Firestone	P&P #8/9	FOR
54	Tieira	P&P #8/9	FOR
55	Heather Johnson	P&P #8/9	FOR
56	Auguste Miller	P&P #8/9	FOR
57	Babak Dorji	P&P #8/9	FOR
58	Jennifer De la Rosa	P&P #8/9	FOR
59	Aaron Stein-Chester	P&P #8/9	FOR
60	Kiersten Stanley	P&P #8/9	FOR
61	Herbert Vogler	P&P #8/9	FOR
62	Tal L	P&P #8/9	FOR
63	Josh Graybill	P&P #8/9	FOR
64	Joshua Galiley	P&P #8/9	FOR
65	Jennifer Ho	P&P #8/9	FOR
66	Lucky Darling	P&P #8/9	FOR
67	Je-Show Yang	P&P #8/9	FOR
68	Riley Scarfo	P&P #8/9	FOR
69	Phil Hong	P&P #8/9	FOR
70	Edwin Sun	P&P #8/9	FOR
71	Jessica Brown	P&P #8/9	FOR
72	Billy Yates	P&P #8/9	FOR

73	Alex Murphy	P&P #8/9	FOR
74	James Jeon	P&P #8/9	FOR
75	Ianthe Zevos	P&P #8/9	FOR
76	Misha Askren	P&P #8/9	FOR
77	Wesley T Chuang	P&P #8/9	FOR
78	Wesley Reutimann	P&P #8/9	FOR
79	May Gonzalez	P&P #8/9	FOR
80	Jamie Farrell	P&P #8/9	FOR
81	Jenni Armstrong	P&P #8/9	FOR
82	Claire Zeng	P&P #8/9	FOR
83	Kent Strumpell	P&P #8/9	FOR
84	Judith Teitelman	P&P #8/9	FOR
85	Nicolas Burrier	P&P #8/9	FOR
86	Theodore Baker	P&P #8/9	FOR
87	Caro Vilain	P&P #8/9	FOR
88	Nina Long	P&P #8/9	FOR
89	Grant Blakeman	P&P #8/9	FOR
90	Caller 5684 - MoveLA	P&P #10	FOR
91	Caller 0660	P&P #10	ITEM NEEDS MORE CONSIDERATION
92	Caller User 1	P&P #11	ITEM NEEDS MORE CONSIDERATION
93	Caller 7449	P&P #12	AGAINST
94	Investing in Place	FB&A #15	ITEM NEEDS MORE CONSIDERATION
95	Allon Percus	FB&A #15	ITEM NEEDS MORE CONSIDERATION
96	Ben Parnas	FB&A #15	ITEM NEEDS MORE CONSIDERATION
97	Alice Izsak	FB&A #15	ITEM NEEDS MORE CONSIDERATION
98	Valerie Morishige	FB&A #15	ITEM NEEDS MORE CONSIDERATION
99	Kelly Wright	FB&A #15	ITEM NEEDS MORE CONSIDERATION
100	Natalya Zernitskaya	FB&A #15	ITEM NEEDS MORE CONSIDERATION
101	Dr. Michael Etzel	FB&A #15	ITEM NEEDS MORE CONSIDERATION
102	Lionel Mares	FB&A #15	ITEM NEEDS MORE CONSIDERATION
103	Nancy Matson	FB&A #15	ITEM NEEDS MORE CONSIDERATION
104	Wesley Reutimann	FB&A #15	ITEM NEEDS MORE CONSIDERATION
105	Joe Linton	FB&A #15	ITEM NEEDS MORE CONSIDERATION
106	Cora Went	FB&A #15	ITEM NEEDS MORE CONSIDERATION
107	Rosie Dwyer	FB&A #15	ITEM NEEDS MORE CONSIDERATION
108	Lorenzo Mutia	FB&A #15	ITEM NEEDS MORE CONSIDERATION
109	Geoff Fudenberg	FB&A #15	ITEM NEEDS MORE CONSIDERATION
110	Nicholas Burns III	FB&A #15	ITEM NEEDS MORE CONSIDERATION
111	Nelson Tracey	FB&A #15	ITEM NEEDS MORE CONSIDERATION
112	Kasia J	FB&A #15	ITEM NEEDS MORE CONSIDERATION
113	Sharon Ignarro	FB&A #15	ITEM NEEDS MORE CONSIDERATION
114	Evan Kerr	FB&A #15	ITEM NEEDS MORE CONSIDERATION
115	Laura Cowan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
116	Auguste Miller	FB&A #15	ITEM NEEDS MORE CONSIDERATION
117	Austin Phung	FB&A #15	ITEM NEEDS MORE CONSIDERATION
118	Grace Doyle	FB&A #15	ITEM NEEDS MORE CONSIDERATION

119	Susannah Lowber	FB&A #15	ITEM NEEDS MORE CONSIDERATION
120	Olga Lexell	FB&A #15	ITEM NEEDS MORE CONSIDERATION
121	Brian Girvan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
122	Diego Tamayo	FB&A #15	ITEM NEEDS MORE CONSIDERATION
123	Spencer Christiano	FB&A #15	ITEM NEEDS MORE CONSIDERATION
124	Tyler Koke	FB&A #15	ITEM NEEDS MORE CONSIDERATION
125	Eric Chu	FB&A #15	ITEM NEEDS MORE CONSIDERATION
126	Raena Marder	FB&A #15	ITEM NEEDS MORE CONSIDERATION
127	Sarah Patzer	FB&A #15	ITEM NEEDS MORE CONSIDERATION
128	Michael Schneider	FB&A #15	ITEM NEEDS MORE CONSIDERATION
129	Alex Hedbany	FB&A #15	ITEM NEEDS MORE CONSIDERATION
130	Eleanor Rutledge-Leverenz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
131	Jackson Kopitz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
132	James Jeon	FB&A #15	ITEM NEEDS MORE CONSIDERATION
133	Jonathan Beckhardt	FB&A #15	ITEM NEEDS MORE CONSIDERATION
134	Loraine Lundquist	FB&A #15	ITEM NEEDS MORE CONSIDERATION
135	Jessica Ruvalcaba	FB&A #15	ITEM NEEDS MORE CONSIDERATION
136	Richard Wood	FB&A #15	ITEM NEEDS MORE CONSIDERATION
137	Arjun Kolachalam	FB&A #15	ITEM NEEDS MORE CONSIDERATION
138	Prabhu Reddy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
139	Ava Marinelli	FB&A #15	ITEM NEEDS MORE CONSIDERATION
140	CJ Hoke	FB&A #15	ITEM NEEDS MORE CONSIDERATION
141	Tesia Meade	FB&A #15	ITEM NEEDS MORE CONSIDERATION
142	Wesley Chuang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
143	Rosalie Wayne	FB&A #15	ITEM NEEDS MORE CONSIDERATION
144	Lia Yeh	FB&A #15	ITEM NEEDS MORE CONSIDERATION
145	Lyndsey Nolan	FB&A #15	ITEM NEEDS MORE CONSIDERATION
146	Calvin Ye	FB&A #15	ITEM NEEDS MORE CONSIDERATION
147	Sean Vo	FB&A #15	ITEM NEEDS MORE CONSIDERATION
148	Megan Kelley	FB&A #15	ITEM NEEDS MORE CONSIDERATION
149	Tal Levy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
150	Jacob Wasserman	FB&A #15	ITEM NEEDS MORE CONSIDERATION
151	Sophie Nenner	FB&A #15	ITEM NEEDS MORE CONSIDERATION
152	Jeffrey Wang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
153	Topher Hendricks	FB&A #15	ITEM NEEDS MORE CONSIDERATION
154	Mike Peck	FB&A #15	ITEM NEEDS MORE CONSIDERATION
155	Stephanie Feinerman	FB&A #15	ITEM NEEDS MORE CONSIDERATION
156	John M. Erickson	FB&A #15	ITEM NEEDS MORE CONSIDERATION
157	Josh Vredevoogd	FB&A #15	ITEM NEEDS MORE CONSIDERATION
158	Ben Hanpeter	FB&A #15	ITEM NEEDS MORE CONSIDERATION
159	Ray Dang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
160	Madeleine Kim	FB&A #15	ITEM NEEDS MORE CONSIDERATION
161	Yuval Yossefy	FB&A #15	ITEM NEEDS MORE CONSIDERATION
162	Shadow Shadow	FB&A #15	ITEM NEEDS MORE CONSIDERATION
163	Robert DeJesus	FB&A #15	ITEM NEEDS MORE CONSIDERATION
164	Allison Mannos	FB&A #15	ITEM NEEDS MORE CONSIDERATION
165	Dylan Gasperik	FB&A #15	ITEM NEEDS MORE CONSIDERATION
166	Dylan Cole Morgen	FB&A #15	ITEM NEEDS MORE CONSIDERATION

167	Kasey Ventura	FB&A #15	ITEM NEEDS MORE CONSIDERATION
168	Nina Long	FB&A #15	ITEM NEEDS MORE CONSIDERATION
169	Sarah Back	FB&A #15	ITEM NEEDS MORE CONSIDERATION
170	Natalie Hernandez	FB&A #15	ITEM NEEDS MORE CONSIDERATION
171	Aliyah Shaikh	FB&A #15	ITEM NEEDS MORE CONSIDERATION
172	Tanner Vandebosch	FB&A #15	ITEM NEEDS MORE CONSIDERATION
173	Bart Reed	FB&A #15	ITEM NEEDS MORE CONSIDERATION
174	Remy De La Peza	FB&A #15	ITEM NEEDS MORE CONSIDERATION
175	Maegan Ortiz	FB&A #15	ITEM NEEDS MORE CONSIDERATION
176	Michael Lopez	FB&A #15	ITEM NEEDS MORE CONSIDERATION
177	Ava Marinelli	FB&A #15	ITEM NEEDS MORE CONSIDERATION
178	Dayton Martindale	FB&A #15	ITEM NEEDS MORE CONSIDERATION
179	Dorothy Le Suchkova	FB&A #15	ITEM NEEDS MORE CONSIDERATION
180	Wesley Chuang	FB&A #15	ITEM NEEDS MORE CONSIDERATION
181	Lina Stepick	FB&A #15	ITEM NEEDS MORE CONSIDERATION
182	Auguste Miller	FB&A #15	ITEM NEEDS MORE CONSIDERATION
183	Matt Wade	FB&A #15	ITEM NEEDS MORE CONSIDERATION
184	Caller 5684 - MoveLA	FB&A #15	ITEM NEEDS MORE CONSIDERATION
185	Caller 0291	FB&A GENERAL COMMENT	GENERAL COMMENT
186	Caller 8255	Budget PH	ITEM NEEDS MORE CONSIDERATION
187	Caller 2071	Budget PH	ITEM NEEDS MORE CONSIDERATION
188	Caller 5684 - MoveLA	Budget PH	ITEM NEEDS MORE CONSIDERATION
189	Caller 0818 - ACT LA	Budget PH	ITEM NEEDS MORE CONSIDERATION
190	Caller 2727	Budget PH	ITEM NEEDS MORE CONSIDERATION
191	Caller 4389	Budget PH	ITEM NEEDS MORE CONSIDERATION
192	Caller 5322	Budget PH	ITEM NEEDS MORE CONSIDERATION
193	Caller 0119 - ACT LA	Budget PH	ITEM NEEDS MORE CONSIDERATION
194	Caller 5801	OPS #19	FOR
195	Caller 0818 - ACT LA	OPS #19	FOR
196	Caller 8423	OPS #21	ITEM NEEDS MORE CONSIDERATION
197	Caller 5801	OPS #21	ITEM NEEDS MORE CONSIDERATION
198	Caller 8423	OPS #22	ITEM NEEDS MORE CONSIDERATION
199	Caller 5801	OPS #22	ITEM NEEDS MORE CONSIDERATION
200	Caller 0818 - ACT LA	OPS #22	ITEM NEEDS MORE CONSIDERATION
201	Caller 8423	OPS #24	FOR
202	Caller 5801	OPS GENERAL COMMENT	GENERAL COMMENT
203	Caller 8423	OPS GENERAL COMMENT	GENERAL COMMENT
204	Noah Schrayter	OPS GENERAL COMMENT	GENERAL COMMENT
205	Rail Passenger Association of California and Nevada	CON #25	FOR
206	Brian Yanity	CON #25	FOR
207	Caller 0640 - Regional Director for High Speed Rail Authority	CON #25	FOR
208	Caller User 1	EMC #31	ITEM NEEDS MORE CONSIDERATION
209	Caller 5684 - MoveLA	EMC #31	FOR

210	Caller User 1	EMC General	GENERAL COMMENT
211	Caller 7719	LA Safe #1	GENERAL COMMENT
212	Caller 5065	LA Safe #2	FOR
213	Caller 7719	LA Safe #2	FOR
214	Caller 7719	LA Safe #3	ITEM NEEDS MORE CONSIDERATION
215	Caller 5065	LA Safe #3	ITEM NEEDS MORE CONSIDERATION
216	Caller 7719	LA General	GENERAL COMMENT
217	Caller 7719	RBM CONSENT CALENDAR	GENERAL COMMENT
218	Caller 5065	RBM CONSENT CALENDAR	FOR #8
219	Caller 5684 - MoveLA	RBM CONSENT CALENDAR	FOR #8
220	Caller 8228	RBM CONSENT CALENDAR	FOR #8
221	Caller 1985	RBM CONSENT CALENDAR	GENERAL COMMENT
222	Caller 6446	RBM CONSENT CALENDAR	FOR #8
223	Caller 8876	RBM CONSENT CALENDAR	FOR #8
224	Caller 6600	RBM CONSENT CALENDAR	FOR #8
225	Caller 5597	RBM CONSENT CALENDAR	FOR #9
226	Caller 5181	RBM CONSENT CALENDAR	FOR #8
227	Caller 0930	RBM CONSENT CALENDAR	FOR #8
228	Caller 9262	RBM CONSENT CALENDAR	FOR #8
229	Caller 3993	RBM CONSENT CALENDAR	FOR #8
230	Caller 5678	RBM CONSENT CALENDAR	FOR #8
231	Caller 6945	RBM CONSENT CALENDAR	FOR #8
232	Caller 6941	RBM CONSENT CALENDAR	GENERAL COMMENT
233	Caller 8972	RBM CONSENT CALENDAR	GENERAL COMMENT
234	Caller 2279	RBM CONSENT CALENDAR	FOR #8
235	Caller 7688 - Denise, Councilmember in South Gate	RBM CONSENT CALENDAR	FOR #8
236	Caller 5531	RBM CONSENT CALENDAR	FOR #8
237	Caller 0184	RBM CONSENT CALENDAR	FOR #8
238	Caller 9345	RBM CONSENT CALENDAR	GENERAL COMMENT

239	Caller 5808	RBM CONSENT CALENDAR	FOR #8
240	Caller 2685	RBM CONSENT CALENDAR	FOR #8
241	Caller 4381	RBM CONSENT CALENDAR	GENERAL COMMENT
242	Caller 9516	RBM CONSENT CALENDAR	AGAINST #2
243	Caller 9516	RBM CONSENT CALENDAR	FOR #25
244	Caller 8622	RBM CONSENT CALENDAR	FOR #8
245	Caller 7554	RBM CONSENT CALENDAR	FOR #8
246	Caller 6066	RBM CONSENT CALENDAR	FOR #8
247	Caller 4163	RBM CONSENT CALENDAR	FOR #8
248	Caller 7476	RBM CONSENT CALENDAR	FOR #8
249	Caller 5801	RBM #4	GENERAL
250	Caller 5065	RBM #4	GENERAL
251	Caller 6446	RBM #4	FOR
252	Senator Lena Gonzalez	RBM #8	FOR
253	Hannah Gibson	RBM #8/9	FOR/FOR
254	Rex Richardson, Long Beach Vice Mayor, 9th District Councilmember	RBM #9	FOR
255	Renette Mazza. President, Hamilton Neighborhood Association	RBM #9	FOR
256	Monica Keller, President, Starr King Neighborhood Association	RBM #9	FOR
257	Dan Pressburg, President, DeForest Park Neighborhood Association	RBM #9	FOR
258	Joni Ricks-Oddie, Vice President, DeForest Park Neighborhood Association	RBM #9	FOR
259	Long Beach Forward	RBM #9	FOR
260	The Port of Los Angeles	RMB #9	FOR
261	Assemblymember Cristina Garcia	RMB #9	FOR
262	Cynde Soto	RBM #9	FOR
263	Gilbert Estrada	RBM #9	FOR
264	Caller 7581	RBM #9	FOR
265	Caller 6600	RBM #9	FOR
266	Caller 7815	RBM #9	FOR
267	Caller 5065	RBM #9	FOR
268	Caller 8228	RBM #9	FOR
269	Caller 0668	RBM #9	FOR

270	Caller 6183	RBM #9	FOR
271	Caller 6945	RBM #9	FOR
272	Caller 4459	RBM #9	FOR
273	Caller 2034 - Mayor of Cudahy	RBM #9	FOR
274	Caller 4886 - Legislative Assistant for Assemblymember Garcia	RBM #9	FOR
275	Caller 0066 - Mayor Robert Garcia	RBM #9	FOR
276	Caller 6639	RBM #9	FOR
277	Caller 9820	RBM #9	FOR
278	Caller 4758	RBM #9	FOR
279	Caller 2990	RBM #9	FOR
280	Caller 6446	RBM #9	FOR
281	Caller 8295	RBM #9	FOR
282	Caller 0448 - Mayor of City of Commerce	RBM #9	FOR
283	Caller 2959	RBM #9	FOR
284	Caller 9262	RBM #9	FOR
285	Caller 0930	RBM #9	FOR
286	Caller 0660	RBM #9	FOR
287	Padric Gleason Gonzales	RBM #9/15	FOR/AGAINST
288	Lucky Darling	RBM #9/15	FOR/AGAINST
289	Jacob Wasserman	RBM #9/15	FOR/AGAINST
290	Ray Dang	RBM #9/15	FOR/AGAINST
291	Eike Exner	RBM #9/15	FOR/AGAINST
292	Sam Shapiro-Kline	RBM #9/15	FOR/AGAINST
293	Andrew Reich	RBM #9/15	FOR/AGAINST
294	Lauren Teebor	RBM #9/15	FOR/AGAINST
295	Samantha and Navine Karim	RBM #9/15	FOR/AGAINST
296	Tyler Schwartz	RBM #9/15	FOR/AGAINST
297	Je-Show Yang	RBM #9/15	FOR/AGAINST
298	Stephen Heaney	RBM #9/15	FOR/AGAINST
299	Faith Myhra	RBM #9/15	FOR/AGAINST
300	Andre Villasenor	RBM #9/15	FOR/AGAINST
301	Tyler Mathews	RBM #9/15	FOR/AGAINST
302	Olga Lexell	RBM #9/15	FOR/AGAINST
303	Alexanderra C Tutz	RBM #9/15	FOR/AGAINST
304	Jonathan Lang	RBM #9/15	FOR/AGAINST
305	Sun Yu	RBM #9/15	FOR/AGAINST
306	Edwin Sun	RBM #9/15	FOR/AGAINST
307	Kelly Wright	RBM #9/15	FOR/AGAINST
308	Daniel Warner	RBM #9/15	FOR/AGAINST
309	David Michel	RBM #9/15	FOR/AGAINST
310	Wesley Reutimann	RBM #9/15	FOR/AGAINST
311	May Sarmac	RBM #9/15	FOR/AGAINST
312	Matt Babb	RBM #9/15	FOR/AGAINST
313	Taylor Fitzgerald	RBM #9/15	FOR/AGAINST
314	Mia Grindon	RBM #9/15	FOR/AGAINST

315	Ian Lundy	RBM #9/15	FOR/AGAINST
316	Carey Bennett	RBM #9/15	FOR/AGAINST
317	Dirk-Jan Haanraadts	RBM #9/15	FOR/AGAINST
318	Mary MacVean	RBM #9/15	FOR/AGAINST
319	George Hewitt	RBM #9/15	FOR/AGAINST
320	Kathleen Smith	RBM #9/15	FOR/AGAINST
321	Hannah Gibson	RBM #9/15	FOR/AGAINST
322	Joseph Geumlek	RBM #9/15	FOR/AGAINST
323	Connie Vandergriff	RBM #9/15	FOR/AGAINST
324	Judy Branfman	RBM #9/15	FOR/AGAINST
325	Gil Blank	RBM #9/15	FOR/AGAINST
326	Linda Tang	RBM #9/15	FOR/AGAINST
327	Reuven Firestone	RBM #9/15	FOR/AGAINST
328	Robert Weber	RBM #9/15	FOR/AGAINST
329	Matthew Leeds	RBM #9/15	FOR/AGAINST
330	David Feuer	RBM #9/15	FOR/AGAINST
331	Renee Rubin	RBM #9/15	FOR/AGAINST
332	Byron Scott	RBM #9/15	FOR/AGAINST
333	Trevor Reed	RBM #9/15	FOR/AGAINST
334	Rosie Dwyer	RBM #9/15	FOR/AGAINST
335	Nancy Matson	RBM #9/15	FOR/AGAINST
336	Chase Engelhardt	RBM #15	AGAINST
337	Caller 0660	RBM #10	FOR
338	Will Wright	RBM #15	AGAINST
339	Yuval Yossefy	RBM #15	AGAINST
340	Jane Paul	RBM #15	AGAINST
341	Silvia Fabian	RBM #15	AGAINST
342	John Perry	RBM #15	AGAINST
343	Cordelia Arterian	RBM #15	AGAINST
344	Connie Kwong	RBM #15	AGAINST
345	Stacie D. Williams	RBM #15	AGAINST
346	Aliyah Shaikh	RBM #15	AGAINST
347	Steph Shaw	RBM #15	AGAINST
348	Sanketh Yayathi	RBM #15	AGAINST
349	Silvia Marroquin	RBM #15	AGAINST
350	Marc Reta	RBM #15	AGAINST
351	Aida Ashouri	RBM #15	AGAINST
352	Michael Enriquez	RBM #15	AGAINST
353	Cheryl Auger	RBM #15	AGAINST
354	Tony Rodriguez	RBM #15	AGAINST
355	Kate Grodd	RBM #15	AGAINST
356	wuddaworld	RBM #15	AGAINST
357	Angel Hafer	RBM #15	AGAINST
358	Alfonso Directo Jr.	RBM #15	AGAINST
359	Lauren Flans	RBM #15	AGAINST
360	David Levitus	RBM #15	AGAINST
361	Jesus Benavides	RBM #15	AGAINST
362	Wesley Chuang	RBM #15	AGAINST

363	Laura Shady	RBM #15	AGAINST
364	Grant M. Sunoo	RBM #15	AGAINST
365	Erica Rosbe	RBM #15	AGAINST
366	Amanda Lasher	RBM #15	AGAINST
367	Kathleen Wisneski	RBM #15	AGAINST
368	Maria Jose Vides	RBM #15	AGAINST
369	Jessica Craven	RBM #15	AGAINST
370	Allyson Lambert	RBM #15	AGAINST
371	Rachael Mason	RBM #15	AGAINST
372	Colin Wambsgans	RBM #15	AGAINST
373	Marsha Thomason-Sykes	RBM #15	AGAINST
374	Dylan Cole Morgen	RBM #15	AGAINST
375	Debra Mendez	RBM #15	AGAINST
376	Maryann Aguirre	RBM #15	AGAINST
377	Kasey Ventura	RBM #15	AGAINST
378	Stanley M Johnson	RBM #15	AGAINST
379	Kathryn Loutzenheiser	RBM #15	AGAINST
380	Allison Mannos	RBM #15	AGAINST
381	Dylan Kohler	RBM #15	AGAINST
382	Je-Show Yang	RBM #15	AGAINST
383	Elizabeth McKee	RBM #15	AGAINST
384	Alexandra Suh	RBM #15	AGAINST
385	Ava Marinelli	RBM #15	AGAINST
386	Oscar U. Zarate	RBM #15	AGAINST
387	Jake Rosen	RBM #15	AGAINST
388	Eve Bachrach	RBM #15	AGAINST
389	Sonia Suresh	RBM #15	AGAINST
390	Chih-Wei Hsu	RBM #15	AGAINST
391	MoveLA	RBM #15	ITEM NEEDS MORE CONSIDERATION
392	Caller 7072	RBM #15	ITEM NEEDS MORE CONSIDERATION
393	Caller 6452	RBM #15	ITEM NEEDS MORE CONSIDERATION
394	Caller 0660	RBM #15	ITEM NEEDS MORE CONSIDERATION
395	Caller 3890	RBM #15	ITEM NEEDS MORE CONSIDERATION
396	Caller 7028	RBM #15	ITEM NEEDS MORE CONSIDERATION
397	Caller 5322	RBM #15	ITEM NEEDS MORE CONSIDERATION
398	Caller 3478	RBM #15	ITEM NEEDS MORE CONSIDERATION
399	Communities Actively Living Independent & Free (CALIF)	RBM #34	FOR
400	Caller 5065	RBM General	GENERAL COMMENT
401	Caller 7559 - Jobs Move America	RBM General	GENERAL COMMENT
402	Caller 8663	RBM General	GENERAL COMMENT - DODGER'S GONDOLA
403	Caller 0660	RBM General	GENERAL COMMENT - CODE ON CONDUCT
404	Caller 7559 - Jobs Move America	RBM Closed Session	GENERAL COMMENT



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

13th May, 2022

Hon. Tim Sandoval, Chair,
And Construction Committee members
Los Angeles County Metropolitan Transportation Authority

Via Email

LINK-US Construction Funding – Support

Dear Chair Sandoval and Committee members:

From Chatsworth to Pomona, and from Lancaster to Norwalk, Los Angeles County communities will benefit from a radical improvement in regional rail service once the Link-US project is complete. For the first time Metrolink will be able to offer a competitive service linking dozens of communities *with each other*, not just with downtown Los Angeles.

If you stand alongside the 101 freeway in downtown Los Angeles and observe the traffic, you will note that most vehicles pass through, rather than entering or exiting at the downtown ramps. By changing Union Station from a railroad cul-de-sac to a through station it will be possible to offer a service that competes with the freeway and will attract many of these single occupancy car trips onto trains.

This project also improves air quality downtown by eliminating idling locomotives, and saves Metrolink and Amtrak hours of crew time that can be effectively used adding more service.

Regional and intercity passenger rail are below the standard that the people of Los Angeles County need and deserve. Link-US represents a major step forward in providing the County and Southern California with a mobility option that will be faster and more convenient and will be competitive with the private automobile. Please support this funding package and move the project forward.

Sincerely, SIGNED

Paul Dyson, President Emeritus (Burbank)

Brian Yanity, Vice President, South.

RailPAC is a 501c3 volunteer passenger rail advocacy group, since 1978.

From: [REDACTED]
Sent: Monday, May 16, 2022 5:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Construction Committee 5/19/2022 meeting; FOR agenda item #25,

Hello,

I would like to express that I am FOR (in favor) of the Metro Construction Committee approving agenda item #25:

- A. The California High Speed Rail Authority Project Management Funding Agreement (PMFA) in the amount of \$423.335 million for the Link US Phase A Project and authorize the CEO to execute the Project Management Funding Agreement (PMFA) pursuant to Senate Bill 1029;
- and
- B. A Partial Preconstruction Phase Life of Project Budget in the amount of \$297.818 million, including \$121.382 million for the new Preconstruction Work and \$176.436 million for work previously approved by the Board since 2015.

Best regards,

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

INVESTING *in* PLACE

May 17, 2022

RE: Metro Budget Hearing – FY23

Dear Metro Board of Directors and CEO Wiggins,

As you consider Metro's projected \$8.8 billion-dollar budget for Fiscal Year 2023, Metro's largest budget in its history, please consider these points that are critical but often not discussed.

1. Investments in bus operations have remained relatively flat over the past three decades. And census data shows that Los Angeles County's population grew during that time by 1 million people—all looking for improved access, reliability and safety in getting where they want and need to go.
2. Those who rely on bus service in Los Angeles (largely people with lower incomes and with Black, Latino, Asian and Pacific Islander ethnicity) have been getting less and less over the years:
 - A. Fewer service hours – now at the lowest point since the mid-90s
 - B. Slower speeds – average 12 mph on weekdays (too few bus-only lanes)
 - C. Unpredictable schedules – service cut and restored numerous times

3. [These challenges are heightened by the current shortage of transit operators, which will continue as long as wages and conditions remain poor.](#)

4. Considering the above 3 points, we ask Metro to:

- A. Increase funding for bus operations, including a boost to operator pay
- B. Fulfill NextGen promises of investments addressing speed and reliability, and share the plan and project list with the public
- C. Fully fund a NextGen community partnership program to build support and localized leadership for bus only lanes and other quick build NextGen speed and reliability investments.

Data and detail supporting these points are included on the following pages.

Budget for Bus Operations Has Remained Relatively Flat

As we review the draft FY23 budget along with previous years of investments, we are struck by the fact that Metro's investments in bus operations have changed very little over the past 28 years. (See our [spreadsheets](#) for more detail.)

Figure 1 highlights the past decade in particular, featuring actual (not projected) data reported by LA Metro to the National Transit Database (NTD).

INVESTING *in* PLACE

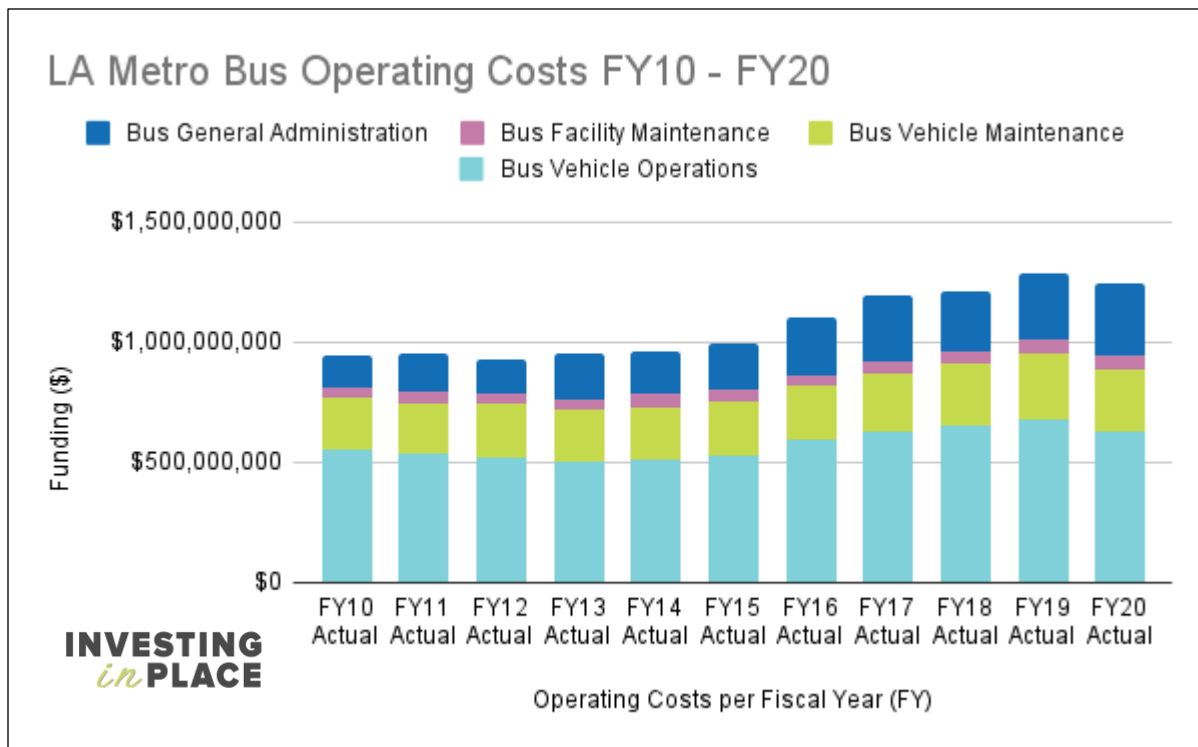


Figure 1: Metro bus operating costs from FY10-FY20.

- Vehicle Operations includes wages, salaries and expenses related to all activities associated with dispatching and running vehicles to carry passengers.
- Vehicle maintenance includes wages, salaries and expenses incurred during all activities related to keeping vehicles operational and in good repair.
- Facility maintenance includes all activities related to keeping buildings, structures, roadways, track, and other non-vehicle assets operational and in good repair.
- General administration includes wages, salaries, and expenses incurred to perform support and administrative activities.

Data source: [National Transit Database](#).

As you can see, bus operating costs have not increased much over the past 10 years. The exception is an increase between FY15 and FY17, partly due to a sizable increase in wages, salaries and expenses for people working in the general administration of bus services.

Bus Service is At Lowest Point Since the '90s

We have collected data on Metro's revenue service hours for buses for the past 28 years. We encourage you to review our [spreadsheets](#) as well as Figure 2 below.

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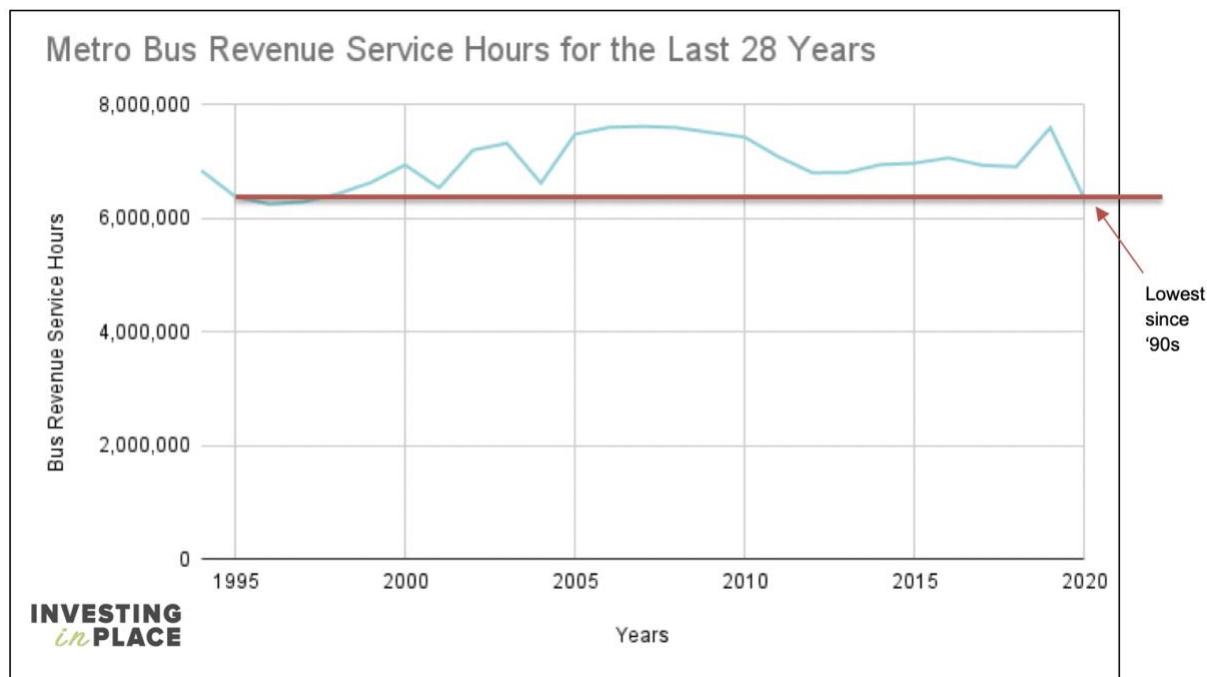


Figure 2: Metro Bus Revenue Service Hours (RSH) from FY94 - FY20 (actuals). RSH is the hours that vehicles/passenger cars travel while in revenue service.

Vehicle revenue hours (VRH) include:

- Revenue service
- Layover/recovery time

Actual vehicle revenue hours exclude:

- Deadhead (vehicle in operation in between trips without passengers on board)
- Operator training
- Maintenance testing
- School bus and charter services

RSH is in actuals. Data source: [National Transit Database](#).

Figure 2 shows that bus revenue service hours have remained flat for much of LA Metro's existence, meaning that bus riders have experienced roughly the same amount of bus service since LA Metro was formed in 1993. When you factor in today's lower bus speeds, service is actually worse.

Further, the volume of service hours has become much more volatile due to COVID-19, with bus service cut and restored on numerous occasions. This complicates life and work for those who rely on our buses to get around.

Operator Shortage Impedes Service Improvements

As of March 2022, Metro is [short 609 bus and rail operators](#) (source: Metro Board Report April 2022, Agenda item 20). This shortage has slowed progress toward re-establishing service levels.

Service hours were down to 6.3 million in FY20 due to service cuts, and then were budgeted to be restored to 7.1 million in FY22. But service was cut again in February 2022 (back down to 6.3 million) due to a shortage of transit operators.

INVESTING *in* PLACE

Unless the job pay (starting wage \$20.49 at part time hours) is significantly increased and [job conditions](#) are improved, it is hard to see a path forward to having enough bus operators to operate the FY23 budgeted pre-COVID transit service levels.

Progress Toward NextGen Remains a Mystery

It has been more than two years since the Metro Board adopted the Transit First Scenario alternative for implementation of the NextGen plan in January 2020. The Transit First alternative called for a significant reorganization of Metro's bus service and major investments in busy corridors where riders have suffered long waits and slow rides for decades.

For the last two years, Metro has reorganized bus routes while insisting that adding new bus service is less important than fixing speed and reliability of existing service.

However, it is impossible to track the plan and its progress because Metro and its partner agency, LADOT, have never released public plans for how to fund the NextGen expansion, and they've never put out a detailed project list. Without a more transparent budgeting and accounting process, the public isn't able to help understand and shape the public dollars and infrastructure desperately needed by so many.

NextGen Capital Investments Remain Under-Funded

According to the [direction of the Metro Board](#), the NextGen Transit First Scenario was to include:

- Nearly \$1 billion in capital spending over five years, including
- Hundreds of millions each year for bus priority lanes, all-door boarding, bus stop and layover improvements, transit signal priority, and more—to fulfill its stated priority of improving speed and reliability, plus
- Reallocation of bus service hours to create an all-day, frequent and reliable network.

Instead, Metro is on pace to barely hit \$33 million budgeted in the first three years.

Funding for Capital Investments

\$6.5 million	Year 1
\$8 million	Year 2
\$18.6 million	Year 3 (FY23)

That leaves a whopping **\$967 million remaining** for the last two years.

Data sources are from Metro Budget & Finance Committees in [2020](#) and [2022](#), and from [Metro Board Report January 2020](#).

While the budget for NextGen has doubled in FY23, capital investments continue to be under-funded to meet the Metro Board's direction to spend nearly \$1 billion in five years.

INVESTING *in* PLACE

Progress Will Continue to be Slow Without More Public Outreach

In order to implement infrastructure improvements to improve bus speeds ([which are now about 12 mph on a weekday](#)), a key solution identified by the NextGen plan is to designate bus-only lanes.

Since 2018, the Metro and LADOT bus speed work group has implemented 12.8 bus-only lane miles, which is small but important progress on a very large problem. But to put that into perspective, consider the scale of the bus and street network in Los Angeles: The City of Los Angeles alone has 23,000 lane miles, and about 40 percent of those are major avenues and boulevards.

In order to accelerate and see success with bus-only lanes, Metro needs to reach out to people where they are: on buses.

Fully fund a community partnership program to create positions for staff to do outreach directly on Metro buses on the key bus routes as identified by the NextGen Plan.

Show the People of Los Angeles County Your Commitment to Them

One measure of a region's priorities is how we invest (or not) in our public spaces, and in the services that make it possible for people to access their destinations. People can't get ahead in life if they can't get around.

Transportation investments have the potential to strengthen communities.

For more information, please feel free to contact me at jessica@investinginplace.org and at 213-210-8136.

Sincerely,



Jessica Meaney
Executive Director

From: [REDACTED]
Sent: Thursday, May 12, 2022 9:42 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Thursday, May 12, 2022 7:47 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Thursday, May 12, 2022 12:51 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:12 PM

To: valeriamorishige@gmail.com

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

--

Sent from myMail for Android

From: [REDACTED]

Sent: Wednesday, May 11, 2022 8:20 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share. PLEASE give us a walkable city instead.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 8:04 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand. Both the initial construction and subsequent expansions of freeways disproportionately harmed and continue to harm marginalized communities by evicting residents and destroying their homes, increasing the air pollution that residents are forced to endure, causing worse long-term health outcomes, and leading to shorter lifespans.

Additionally, within the context of our concurrent housing and climate crises, demolishing homes to make room for more automobiles would be an incredibly regressive action. People are more important than cars, and the initiatives funded by the County should reflect that sentiment.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 6:38 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 5:28 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Public Comment: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Hello, my name is Lionel Mares, MPA. I am a resident of Los Angeles County and a community board member, and I am writing to express my thoughts and concerns about the widening of freeways and the impact that they will have on my community.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit, expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displace homes, and businesses, and disproportionately impact minority communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 5:09 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop inducing more car demand by widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's 2023 budget shows a planned 33% increase in freeway spending.

We are in a climate crisis, and since over a third of emissions come from the transportation sector, it is imperative that no freeway funding should be accelerated faster than scheduled in Measure M.

In addition to greenhouse gas emissions, pollution from cars and trucks is causing a multitude of health issues among the million or so Angelenos who live within 1,000 feet of the freeways.

I ask that you adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike infrastructure.

Thank you for your attention to this matter.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:57 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. **Widening freeways displaces homes, businesses, and disproportionately impacted BIPOC communities while failing to mitigate congestion as promised due to induced demand.**

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change and worsening air pollution.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

I urge you to reduce highway spending below 2021 levels and increase spending on improving transit and active transportation facilities.

Thank you,

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

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:50 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Freeway widening is not in Measure M - don't keep increasing freeway expansion budget

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Under your leadership, Chair Solis and CEO Wiggins, Metro is taking important worthwhile steps toward equity and climate. This has included pausing some planned freeway expansion.

The Metro budget presents another important opportunity to prioritize equity and climate. Please don't increase annual freeway spending. Please don't decrease transit expansion.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than what was approved by voters in Measure M.

Measure M does not explicitly specify any freeway widening. The current proposed Metro budget is going against the multi-modal vision Metro outlined in Measure M. Please keep your promises to L.A. County voters by increasing the annual transit expansion budget and not increasing the freeway expansion budget.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 4:47 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 4:16 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 3:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 3:17 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

As a new resident of LA, who moved to begin a job at USC, I hope you consider the following when considering your 2023 budget to make LA a liveable and safe city for my family and others.

-- Please stop widening freeways. Vehicle trips are the major source of air pollution in Southern California. Widening freeways displaces communities, and worsens pollution, all while failing to mitigate congestion due to induced demand.

-- Please prioritize Safer streets. Motorists continue to kill pedestrians and cyclists at record numbers in LA, including just last week at Griffith park.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:43 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:22 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:13 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows another increase in Freeway spending, after already increasing last year's freeway spending, and at the same time transit expansion funding is being decreased in 2023. No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

This backpedals our efforts to meet our carbon reduction goals and puts us on the wrong side of history. By widening freeways we create a short term solution that comes with many more long term problems. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways will only bring in more cars by induced demand. Please reference the countless studies on this topic. This is not an experiment that needs to be tested. We already know what harm highway expansion causes.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 2:11 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:52 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 1:49 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

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Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:38 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways!

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased (!) in 2023..

No discretionary funding should go to freeway expansion.

No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and *increase* spending on improving transit and bike share.

Thank you,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:35 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways & increase bus service hours

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

The current bus service hours is inadequate, particularly in the San Fernando and San Gabriel Valleys. Many buses still run hourly which makes it difficult to transfer to other bus or rail lines and thereby reducing transit ridership. We need to provide frequent service even in the valleys.

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's priority should be serving the greatest number of citizens and investing in our current and future needs. Los Angeles needs major public transit investment NOW. Our transit systems are utterly inadequate to support the population and to invest in highways is in direct opposition to that need. At what point do we say "enough"?!

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:31 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please make LA a healthier place and stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:30 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: NO MORE FREEWAY WIDENING!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 1:14 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:09 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It is vital that Metro stops spending more on wasteful and harmful freeway projects as we face increasing threats of the climate crisis, fossil fuel reliance (especially during times with gas price spikes), and traffic violence from car collisions on pedestrians, bikers, and other roadway users. I demand that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit, bike share, and micro-mobility systems.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:08 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

We need safer sidewalks, bike lanes, and public transit options—not bigger freeways.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:03 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share. We need other ways to get around -- healthier ways to get around and healthier air quality to get around in.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 1:03 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share. We need other ways to get around -- healthier ways to get around and healthier air quality to get around in.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 12:40 PM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Why are there traffic jams on 8 lane freeways?

LA's biggest problem is the # of cars on the road.

Look what has happened in Amsterdam, and now happening in Paris and Mexico City.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 12:36 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 12:28 PM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please STOP widening freeways!!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I urge Metro in the strongest possible terms to stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand. I suffer from asthma that is getting worse each year as LA's air quality continues to deteriorate. My doctor recommended I wear a mask outdoors 100% of the time to prevent further exacerbation of this problem. Think about that for one moment - the air quality in one of the richest and most progressive cities in this country is so toxic that doctors are recommending that healthy young people wear a mask in order to be outdoors.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share. We KNOW that freeway expansion DOES NOT WORK to reduce traffic or commute times by car. It is criminal to continue investing in fossil fuel infrastructure at this time.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:58 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Induced demand is a proven concept!

Dear Finance Committee and Metro Leadership —

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M, and better yet we should eliminate it altogether.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It is VITAL Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

We should all be working towards **eliminating** all freeway spending aside from maintenance.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:52 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:48 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:46 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:42 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:36 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; fdutra@cityofwhittier.org; firstdistrict@bos.lacounty.gov; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Come on!!!! Stop widening freeway please :)

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:27 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;

Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;

councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;

eric.bruins@lacity.org

Subject: no freeway widening money for metro

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please don't spend Metro dollars to widen freeways. Studies show it doesn't even work to relieve traffic congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:19 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 11:09 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways in Los Angeles

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I have been without a car for 4 years now - relying on Metro buses and rail. I want to see public transit expanded, and I want to see safe biking options throughout LA.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 11, 2022 11:05 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; +firstdistrict@bos.lacounty.gov; kathryn@bos.lacounty.gov; Councilmember Mike Bonin <councilmember.bonin@lacity.org>; +fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; tony.tavares@dot.ca.gov; Holly J. Mitchell <hollyjmitchell@bos.lacounty.gov>; eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED] >

Sent: Wednesday, May 11, 2022 11:03 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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Thank you,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:45 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:40 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:32 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:29 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:24 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: +fdutra@cityofwhittier.org; +firstdistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; councilmember.bonin@lacity.org; councilmember.krekorian@lacity.org; eric.bruins@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

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Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:18 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

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Thank you,

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:18 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

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It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:15 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:12 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:12 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways!!!!

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:10 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please stop widening freeways

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:07 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Councilmember Bonin <councilmember.bonin@lacity.org>; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: Please Stop Widening Freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,
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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:07 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov;
eric.bruins@lacity.org
Subject: Please stop widening freeways

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **reduce** highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:05 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:04 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

Subject: It's 2022! Please stop widening freeways!!!

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I shouldn't have to be emailing about this. The data is overwhelmingly obvious: We need to stop widening freeways immediately.

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Thank you,

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

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 11, 2022 10:03 AM
To: BudgetComments <BudgetComments@metro.net>
Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov;
Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org;
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Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 10:02 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:59 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]

Sent: Wednesday, May 11, 2022 9:54 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; councilmember.bonin@lacity.org; fdutra@cityofwhittier.org; councilmember.krekorian@lacity.org; Tony.Tavares@dot.ca.gov; HollyJMitchell@bos.lacounty.gov; eric.bruins@lacity.org

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Thank you,
Streets for All

From: [REDACTED]
Sent: Monday, May 16, 2022 7:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro FY23 Proposed Budget Comments

Hello,

I have some comments regarding the proposed FY23 budget.

I am very disappointed to see that funding for bus and rail transit projects is being reduced despite the 8.8% overall increase in Metro's budget for 2023. Metro needs to keep its eye on the ball and focus on pouring as much money as possible into accelerating the major projects currently in progress. The Regional Connector, Crenshaw Line, and Purple Line are all great, so let's get them to the finish line ASAP so they can begin service. With so many promising projects in the works, and with the extra ARPA money, it's really unfathomable to me why Metro would decrease funding like this. Angelenos deserve better than funding cuts for exactly the types of projects that will improve congestion, pollution, and livability in the region. The ARPA money is such a great opportunity; it is a massive mistake to squander it by not putting the money where it is needed.

On the flip side of short-changing transit projects, I am even more disappointed to see that funding for highway projects has been *increased* by more than 30%! Have we not learned this lesson already? No amount of freeway widening will ever "fix" traffic. It will only add more pollution, more noise, and more wasted time for everyone. LA has of course been the pioneer of the highway experiment, and it has been an utter failure. Awful traffic, awful air, and communities cleaved in two is all we have gotten out of this. Please, our highways do not need any more investment. They should be maintained, but never expanded (and hopefully someday reduced). We simply must find better ways to get around. See above all the great public transit projects that are getting underfunded! This budget has its priorities exactly backwards. Do better Metro.

To keep this from being entirely negative, I'll say that I do appreciate the move to expand total bus service to above pre-pandemic levels. I hope to see continuing increases in service levels in future years.

[REDACTED]

[REDACTED]

[REDACTED]

P.S. Why is Metro holding this meeting at 1:30PM? This is not a time that is accessible to most people. Especially since Metro is soliciting public comments on this budget, both in writing and during the meeting itself, it really ought to be in the evening when more people can attend. I personally would like to attend, but I'm still at work at that time.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:21 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
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[REDACTED]

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Sent: Tuesday, May 17, 2022 2:18 PM

To: Board Clerk <BoardClerk@metro.net>

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[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:28 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahag.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

As someone who used metro busses for three years to attend highschool, and as someone who lived in Germany for two years, I understand the need for reliable, convenient transportation in our community. Transportation is the key to urban growth and directly affects the quality of living for residents. It is clear that automotive growth is not scalable the way mass transit is. It is time for Metro and other transit authorities to capitalize on this realization and expand development. Angelenos deserve better.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

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From: [REDACTED]

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[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:21 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:29 PM

To: Board Clerk <BoardClerk@metro.net>

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Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Long Beach, CA Metro transit rider who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

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Thank you.

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:42 PM

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Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:44 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Eric M Garcetti <mayor.garcetti@lacity.org>; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +marylou7958@gmail.com; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +julia.salinas@lacity.org; +elizardo@bos.lacounty.gov

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From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:02 PM

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Thank you,

[REDACTED]

From: [REDACTED]

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Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:37 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Englund, Nicole <EnglundN@metro.net>; HollyJMitchell@bos.lacounty.gov; JHwang@bos.lacounty.gov; LKlipp@bos.lacounty.gov; Lobrien@bos.lacounty.gov; MayorButts@cityofinglewood.org; Tony.Tavares@dot.ca.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; elizardo@bos.lacounty.gov; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; jdupontw@aol.com; julia.salinas <julia.salinas@lacity.org>; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; marylou7958@gmail.com; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; mike.bonin@lacity.org; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sahad.yedalian@lacity.org; sdelong@cityofwhittier.org; sheila@bos.lacounty.gov; tim_sandoval@ci.pomona.ca.us; wrehman@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit.

Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:48 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +julia.salinas@lacity.org; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +marylou7958@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to ask you to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +julia.salinas@lacity.org; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +marylou7958@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

--

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

Divest from costly private transportation modes and invest in just and equitable public transit.

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 7:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a transit-dependent Metro transit rider and researcher who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 11:55 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors,

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure - DEDICATED BUS LANES - (induced demand alternative!) - and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Forget highway extensions also. Induced demand fail!

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Best

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 18, 2022 12:12 AM

To: BudgetComments <BudgetComments@metro.net>

Cc: Board Clerk <BoardClerk@metro.net>; mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahag.yedaliam@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov; chet.edelman@lacity.org; diego.delagarza@lacity.org; butts@cityofinglewood.org; northstarsw@gmail.com

Subject: Budget 2023 LA Metro -> More bus lanes, More bikes lanes. Less highways.

Dear representatives,

Hope this finds you well.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It is vital that Metro LA stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share :

- dedicated bus lanes to incentivize uptake
- dedicated bike lanes to incentivize uptake
- tram and subway expansions
- better sidewalks and crosswalks

= more liveable, safer, and less polluted city.

Best,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 18, 2022 11:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; marylou7958@gmail.com; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; julia.salinas <julia.salinas@lacity.org>; elizardo@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget should commit at least \$100 million to bus priority roadway infrastructure and also commit near-term funding to both launching the Phase 2 fareless transit pilot for low income riders and developing a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for low income riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

Metro's 2023 budget shows a planned 33% increase in freeway spending.

We are in a climate crisis, and since over a third of emissions come from the transportation sector, it is imperative that no freeway funding should be accelerated faster than scheduled in Measure M.

In addition to greenhouse gas emissions, pollution from cars and trucks is causing a multitude of health issues among the million or so Angelenos who live within 1,000 feet of the freeways.

I ask that you adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike infrastructure.

Thank you for your attention to this matter.

[REDACTED]

Under your leadership, Chair Solis and CEO Wiggins, Metro is taking important worthwhile steps toward equity and climate. This has included pausing some planned freeway expansion.

The Metro budget presents another important opportunity to prioritize equity and climate. Please don't increase annual freeway spending. Please don't decrease transit expansion.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than what was approved by voters in Measure M.

Measure M does not explicitly specify any freeway widening. The current proposed Metro budget is going against the multi-modal vision Metro outlined in Measure M. Please keep your promises to L.A. County voters by increasing the annual transit expansion budget and not increasing the freeway expansion budget.

Please stop widening freeways. Vehicle trips are the major source of air pollution in Southern California. widening freeways displaces communities, and worsens pollution, all while failing to mitigate congestion due to induced demand.

Please prioritize Safer streets. Motorists continue to kill pedestrians and cyclists at record numbers in LA, including just last week at Griffith park.

This backpedals our efforts to meet our carbon reduction goals and puts us on the wrong side of history. By widening freeways we create a short term solution that comes with many more long term problems. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways will only bring in more cars by induced demand. Please reference the countless studies on this topic. This is not an experiment that needs to be tested. We already know what harm highway expansion causes.

making streets safer for all users including pedestrians, cyclists, and micromobility users to complete short journeys and "last mile" legs.

Los Angeles could be a wonderful city if it weren't for all the private cars and road infrastructure. Emissions contribute to health problems and climate crisis, and drivers routinely strike and injure or kill pedestrians and cyclists. We need to move away from road dependency swiftly. It is not a time for new or expanded freeway infrastructure.

Instead, please fund transit, bus-only lanes, protected bike lanes, and operator pay.

Choices made now will affect the region for decades. I implore you at Metro to lead us out of individual car culture, which is nothing short of lethal, and into a healthy and more equitable future for the city and the region.

The current bus service hours is inadequate, particularly in the San Fernando and San Gabriel Valleys. Many buses still run hourly which makes it difficult to transfer to other bus or rail lines and thereby reducing transit ridership. We need to provide frequent service even in the valleys.

We need safer sidewalks, bike lanes, and public transit options—not bigger freeways.

I live next to the 101 Freeway. Please stop funding freeway expansions, even when local officials misleadingly call them "hotspot improvements". Widening the 5 in Santa Clarita adds more soot to my neighborhood and my apartment. My neighborhood is extremely polluted. We have broken sidewalks, no parks, rampant homelessness (because we are a renter area and single-family neighborhoods who drive more than us push homelessness into the underpasses in renter areas).

Please TOLL the freeways and fund bikeshare, bus lanes, and first-last mile connections instead.

If Burbank can't stomach a bus lane, fine--cut its portion of funding for the NoHo-Pas BRT line and send the line south through Glendale and across Los Feliz Blvd into Hollywood. Make it easier for me to get to Costco.

wages. You're getting a lot of funding from sales tax due to inflation, but you haven't adjusted wages accordingly.

I'm very glad you had this survey - and that you published the results and notified us. This is great community outreach and prioritization. Thank you.

In the meantime Fastrack prices are ridiculous!!! I've seen charges as high as \$15 to get from the 105 freeway to DTLA for ONE WAY. When will we have a meeting to discuss this? This is supposed to be reasonably priced and other counties aren't that high.

My sister, age 89, got caught in a fracas on the train out of Santa Monica on 4/4/22. A fight ensued and she was knocked into and got pepper sprayed. The perpetrator left once the train stopped as a result of pushing the red button and blocking the door closing.

IT TOOK A WHILE FOR COPS OR EMTS TO RESPOND. RIDING THE EXPO TRAIN IS UNSAFE.

We all have our up and downs but your drivers do a phenomenal. keep in mind that customers come and go but the bus line will be that in which transforms people's lives carry on

Phenomenal job carry on

Why you can't operate the Metro in a clean and safe manner

Is beyond any common sense,

Express bus lines in Burbank will not help transportation, but rather thwart traffic. Any funds spent on this proposal is a waste of money.

Make rides on buses and metro for free, especially for people over 65.

Thanks you very much.

expansion is bad for equity, as it prioritizes drivers above individuals who do not get around buy car. Freeway projects increase driving, increases air/water/noise pollution - including generating greenhouse gas emissions.

Current Metro freeway plans are well in excess of what projects were intended in 2016 when voters approved Measure M. Metro is accelerating freeway projects ahead of their Measure M schedule, and adding more lanes than were planned prior to 2016.

Ideally, Metro should declare a climate emergency and zero out all freeway expansion spending - though this would be politically difficult, it needed.

More realistically, specifically for the FY23 budget, Metro should not increase the freeway expansion capital budget - currently proposed to expand more than 30%. No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Instead of prioritizing/growing freeway expansion funding, Metro should prioritize transit expansion (and active transportation, affordable housing) - this should include more bus lanes and accelerated delivery of transit projects.

we're in a climate crisis - increasing the budget for freeway expansion and cutting transit expansion is UNCONSCIONABLE. the Metro budget needs to reflect the moment of inflection that we're at - expanding transit and de-prioritizing freeway/roadway/car-centered transit

I'd like to see less funding for highway expansion and more funding for public transit

completely unacceptable. This goes against any goals of combatting climate change, improving air quality, increasing equity, and decreasing traffic violence. We are in the midst of a climate catastrophe, and it is well understood that widening highways/roadways increases VMTs (and thus emissions). Lower income people are far less likely to own a car and are thus more likely to rely on public transportation, so investing in public transportation is the more equitable option. In addition, lower income people are more likely to live near major highways/roadways where air quality is particularly bad, and expanding these highways/roadways will only further this injustice. Finally, in order to reduce traffic violence and move towards Vision Zero goals, LA Metro should be making it easier for people to move around the city without a car, rather than trying to make it easier for people in cars to get around. Between traffic violence and air pollution, cars are responsible for many injuries and deaths in Los Angeles. LA Metro's budget should be trying to correct that. LA Metro should be vastly increasing spending on zero emission public transit to get more people out of their cars, and should cease to spend money on futile highway/roadway expansion projects. Even if the sole goal is to reduce traffic, we know that expanding roadways/highways does not accomplish this due to induced demand. Instead, increasing access to convenient and frequent public transportation options will get more people out of their cars and reduce traffic. At this point in time, there is absolutely no reason that LA Metro should be spending any money on highway/roadway expansion, let alone increasing spending.

greenhouse gas emissions and equity yet you are increasing highway widening expenditures? Traffic around the city right now is horrendous and if we want a more equitable city that is a beacon for economic growth, freeway widening are not the answer. They will just make things worse, just look at Texas. Transit expansion will actually meet the agencies goals of reducing greenhouse gas emissions by lowering vehicle miles traveled and solves problems with equity.

Re: FY23 Proposed budget

It is absurd that Metro continues to increase spending on car capacity projects while paring back transit service and Capex. Despite lofty goals and lipservice to taking equity and climate change seriously, budgets lay bare what the real priorities are maintaining the auto-centric status quo.

LA County deserves better

Shame on you increasing your funding for highway projects. We all took the community survey and told you MORE BUS/RAIL SERVICE and CLEANER FACILITIES.

Please stop widening freeways! We need funding for transit and mobility, not infrastructure that will harm public health, increase carbon emissions, and is shown NOT to reduce traffic but rather increase it!

please fund public transit and not cars and highways

This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Freeways continue to cause massive health and climate impacts among LA's most vulnerable populations while making traffic worse. This money should be spent elsewhere; I would look to public transit as a perfect place for this.

more pollution and displacement in this city - it's killing people. No one in the next generation you are building for wants wider highways, we want walkable streets and a more connected city through public transport. Car transport is an unsustainable means for future growth of LA, and it will just turn it into more of a disaster. Please preserve the beauty that's left of the city by stopping the bulldozing of neighborhoods for highways and increasing pollution.

Please do not increase budgets for widening freeways. The bus system is increasingly unreliable, and desperately needs the investment. Freeway expansion drives more emissions.

do not give more money to freeways, invest in public transit!!!! get those damn subways built pls thank u! hasnt research shown freeway expansion does little to nothing to alleviate traffic?

Please do not increase spending on freeways and especially towards widening the freeways. Widening the freeways does not help with traffic overall and will worsen the surrounding communities by increasing pollution, noise, and vehicle conflict. Use the budget for public transit and bike shares. Please use it to add more competent security for the light rails Metro as it increasingly feels unsafe to ride them these days.


Please prioritize the needs of your core ridership (especially bus riders), climate goals, and mode shift.


Please don't expand freeway budget. Building more freeways does not reduce traffic since it does not get at the root cause. We need expanded public transportation and safe bike lanes. Please cars a leading cause of death in our country. We need help getting people out of them.

Please do not increase the Freeway budget, and us that money to roll out more bus only lanes. People are fed up with traffic and high gas prices, but we need to offer them some competitive alternatives.

We recommend spending less on widening freeways and more on things like:

 bus lanes

 free transit

 better operator pay

 bike lanes

IF YOU ACTUALLY CARE ABOUT THIS CITY, MAKE LA LESS CAR DEPENDENT PLEASE

Metro should prioritize transit and pedestrian infrastructure funding. Metro should de prioritize car infrastructure spending and eliminate freeway expansion.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

DO NOT spend more money to widen freeways. It will NOT reduce congestion, only worsen the ongoing climate crisis. Please spend more on public transportation instead.

DO NOT INCREASE FREEWAY SPENDING! FREEWAYS CONTINUE TO CAUSE HEALTH AND CLIMATE IMPACTS. SPEND YOUR \$ ON THE INFRASTRUCTURE TO COVER TRENCHED FREEWAYS WITH PARKS!

LAURIE GOLDMAN

expansion.

Stop widening freeways. Improve public transit and active transit

I strongly oppose the budget's increase in spending on highway construction/expansion. This money would be much better spent on bus lanes, bike lanes, free transit, and better operator pay. We have an urgent need to invest heavily in areas that work towards our climate and equity goals!

congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

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It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Please prioritize bicycling and public transportation, not cars.

I am very opposed to widening freeways for more lanes of auto use. I am in favor of intergrating monorails, lightrail and bus only lanes into the existing freeway system.

makes it worse. People want better public transit options in the city to get around. Please reallocate these funds to public transit -- bus and rail -- and increased protected biked lanes. With climate change a threat to our daily lives, we should not be financing the future destruction of our environment, which is exactly what freeway expansion guarantees.

It is imperative that you increase bus funding in the 2023 budget. Metro's own staff in interviews w LA Times have described the system as "in crisis" and as a regular rider of Metro buses, I sadly agree. Bus service is continually cancelling trips and bus lines (such as the 2 and the 4) that are supposed to run every 5 minutes are coming every 20 minutes. All of this is on top of a resuming of fare collection in January, which came at a time when service got markedly worse. Increasing spending on freeway widening while starving bus service, at the same time as you charge folks to ride a dysfunctional system, is a horrible and anti-working class way to run a public transit service. Please change course immediately.

Please invest in public transit, NOT freeways.

I would like to advocate for less spending on expanding freeways and more investment in public transportation, Angeles. We need to STOP investing in ineffective and deadly car infrastructure, and instead allocate more money for public transit and bike infrastructure that would make LA a safer, more equitable, and more livable city. To continue pouring money into freeway expansion which we know DOES NOT WORK to ease traffic or commute times is pure insanity. We cannot keep repeating the mistakes of the past over and over again. We must use public funds for public good. We need more bus routes with better service, updated bus stops that offer shelter from sun & rain, protected bike lanes for cyclists, dedicated bus lanes to improve service efficiency. NO MORE FREEWAY EXPANSIONS that harm our communities and pump more and more pollution into our environment. Clinging to car infrastructure as we careen over the edge of the climate crisis is a crime against LA's citizenry now and in the future.

Please don't widen the freeways. Take the money that you're planning on using to widen freeways and instead, increase bus frequency, expand bus service routes, and increase bus driver pay. Next Gen bus service deserves to be funded, and every city across LA County needs more dedicated bus lanes that enhance travel times and get drivers out of their cars.

\$634.1 million in highway infrastructure development? An increase of \$159M? I don't mean to sound like a crank but your *increase* in highway construction is higher than the *total* committed by your agency to Metrolink (\$126M). That's concerning to me. I'd like to see commitments by Metro and Metrolink to purchase Class 1 rail ROWs outright, to double track single-tracked areas, to begin pushing for infill stations and multiple-unit trains that can serve closer-spaced stations with better acceleration.

I love what Metro is going with Metro Rail - but I'd like to see more. More buses, more dedicated buses, and better bus driver pay. More funding from Metro as you push Metrolink for more regional trains, more regional stations, and control of the railroads themselves.

I know you guys aren't Metrolink, but your funding serves their customers - and I hope the general message for no freeway widening, and more bus and train services is going to the right place. Thanks for listening.

I strongly oppose increasing the budget for freeway expansion, and I support increasing the budget instead for transit operations and expansion. In the midst of a burgeoning climate crisis, we cannot afford to spend our tax dollars to increase carbon output and divide communities - plus freeway expansion only leads to induced demand, as has been demonstrated time and again in countless studies. Instead, the focus should be on increasing transit frequency and availability, working to make it an enjoyable and time-saving experience, so we can get polluting cars off the road and tie our neighborhoods together, not divide them with massive freeways.

Long Beach and the harbor area needs better east-west options, and I don't see even a bus lane planned when other areas including some of the most wealthy areas in the country are receiving huge mega projects. Green Line to CSULB would benefit many communities in need where there is a lot of development and no more room for parking and cars.

transit.

spending. This decision would exacerbate climate change, hurt mobility in LA, have no long term improvement to traffic, and would have negative equity implications. I firmly hope to see a change in the budget to shift more dollars to transit.

region are well-known. Metro's FY 2023 Budget proposes a hike in funding directed towards freeway construction and decreases the quantity for transit construction. This is unacceptable in the face of the climate crisis, rising deaths on our streets from car collisions, and ever-increasing traffic (even when freeway widenings do occur). Reallocate funds away from freeway construction to transit construction, by decreasing the percentage of funding allocated to freeways in comparison to the FY 2022 Budget, not the other way around. Thank you.

As a resident, I keep hearing metro tout that they are serving a majority people with no car. While this is certainly important, I think metro needs to start focusing more on ridership of individuals that have other options.

First, it is critical that metro help get drivers off of roads. I, for one, have to own a car, because my 45 min commute would become 2+ hours on Metro.

Second, metro services and safety have gone downhill tremendously since a few years ago. Many services have been delayed or canceled altogether, and it feels far more unsafe to ride. Recently, I haven't seen a single security officer or security measure in place at the stations I frequent. And, if I can't see them, that means they aren't having a good deterrence effect. The rides have been pretty hazardous, with trash and human waste around. I like riding, and therefore am not too deterred, but this is really not acceptable.

Finally, with these issues standing as they are, Metro is providing an unsafe and substandard transit ridership experience. For those with options, they can accept the risks, but for those that can't, Metro is just providing a substandard service to those already struggling. I say underserving the underserved communities.

In the next year, I hope the budget prioritizes raising the number of car owners that metro serves. Not because they need it, but because an increase in car owners proves that metro is not failing our car-free neighbors.


Best regards!


Please, you should be cutting freeway spending that harms the environment, and shifting more resources towards rights of way that can actually increase in capacity (e.g., bus lanes, bike lanes, increased frequency of transit, etc.). The proposed budget increases freeway spending by 33%? It's absurd, totally the wrong direction.


I would urge Metro to not push forward any increase to freeway spending and construction beyond what is included in schedule M. Indeed, I think that schedule M has gone too far in fostering a car-dependent landscape that disproportionately affects poor communities by introducing them to increased levels of air pollution, financially burdening them, reducing walkability in their neighborhoods, and artificially manufacturing sprawl in development that exacerbate each and every one of these problems several times over. Please reconsider your budgeting tactics and start prioritizing other forms of transit, such as tram, train, bus, bicycles, walking, etc., over our unhealthy addiction to low-passenger automobiles.

Please stop widening freeways. It only puts more cars on the road and makes traffic worse. Please start seriously investing in transit. This city is so behind other world class cities with livable transit systems.

Highly recommend spending less on widening freeways and more on things like:

 bus lanes

 free transit

 better operator pay

 bike lanes

ie. Better Decongestion and Liveability !

Please spend less (much, much less) on freeways and much more on transit. Focus on improving the bus system.

SPEND MONEY ON BUSES AND DESIGNING SAFE ROADS YOU ABSOLUTE IDIOTS

making streets safer for all users including pedestrians, cyclists, and micromobility users to complete short journeys and "last mile" legs.

Los Angeles could be a wonderful city if it weren't for all the private cars and road infrastructure. Emissions contribute to health problems and climate crisis, and drivers routinely strike and injure or kill pedestrians and cyclists. We need to move away from road dependency swiftly. It is not a time for new or expanded freeway infrastructure.

Instead, please fund transit, bus-only lanes, protected bike lanes, and operator pay.

Choices made now will affect the region for decades. I implore you at Metro to lead us out of individual car culture, which is nothing short of lethal, and into a healthy and more equitable future for the city and the region.

I don't understand how you can overfund highways, which we all know don't reduce traffic and do worsen climate change, and underfund transit. This is budget is a slap in the face to all who want clean air, faster commutes, and a more just transit future. Fund bus lanes, better operator pay, free transit, and bike lanes. Defund infrastructure (highways) that is killing this community.

It makes no sense for a transit agency to be raising the budget for highway expansion while not increasing the budget of transit operations. In the middle of a climate crisis. It's absurd, dangerous, and frankly stupid.

An increase in transit funding is the only sensible choice for underserved communities. Expanding freeways will do little curb traffic. However, less people in cars will improve traffic.

Please prioritize making LA a safe and liveable city. This includes funding bike lanes, bus rapid transit, rail, instead of widening freeways. I support maintenance of existing roads, but not expansion. Motorists are already killing pedestrians and cyclists at record rates since the pandemic, including just last week at Griffith park.

FY2023 Budget should NOT increase funding for highways. Please shift the increased Highway spending to transit operations.

Dear Finance Committee, Board Chair Solis, and CEO Stephanie Wiggins,

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you,

[REDACTED]

In your 2023 budget, can you please reallocate any money meant to widen freeways to instead spend it on dedicated bus lanes (such as down Sunset Blvd between Santa Monica and Downtown LA), more protected bike lanes literally everywhere (not a day goes by that I get yelled at or raced towards by a rushed motorist not paying attention and doing something illegal), better operator pay, and increased bus frequency?

Also we'd have less of a safety issue on Metro if we ran the trains and busses more. Someone harassing you? Hop off and wait 5min for the next train. This is how New York handles the issue, and would result in spending less money on cops and more money on better service.

Please stop widening freeways. More protected bike lanes, active transit. More bus rapid transit and expedited rail/subway projects.

Please find more PUBLIC TRANSIT!! Operations, expansions, etc.

NO more money for freeways!!

whole, and disproportionately harms marginalized communities. Rather than allocating County resources to widening freeways, please reallocate those funds to initiatives that improve residents' lives such as pedestrian infrastructure (e.g. wider sidewalks, curb cuts, more clearly marked intersections), bike lanes, public transit, and accessibility.

Stop widening freeways and invest in public transit! Gas prices are through the roofs and people are utilizing alternative modes of transportation. We need to create more opportunities for people to get places in shorter times that are accessible to all.

Please freeze freeway spending at current levels! It's unacceptable that in the year 2022 we're continuing to increase funding for for car travel vs. transit expansion & service improvements. Do better.

Absolutely no more freeway expansion. This city needs to divest from freeways and commit those funds to free public transit, upgraded routes and schedules, protected bike lanes, more expansive rail that connects to IE/OC as well as better regional rail, and better operator pay

Please do not increase budget for freeway expansion. Please invest that money in climate-friendly solutions including improved bus/subway/light rail systems, bike lane expansion, and pedestrian-friendly streets. In the current climate crisis we CANNOT AFFORD to put more money into expanding automobile use in L.A. County.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Thank you, [REDACTED]

[REDACTED] need to invest transit so people have an alternative to the car. further freeway expansion simply hardens the dependency and use of freeways and it is clear that freeways destroy homes and neighborhoods, fill up every time expanded and further expansion does nothing to improve traffic. transit does

proven that widening highways and improving capacity does little to relieve traffic. The money that is spent on the freeway expansions and upgrades should be spent on public transit. Our bus service is abysmal and more money should be spent on bus priority lanes, cue jumps, and signal priority. If we want people to use public transit it has to be fast.

monies to highway expansion than it did in 2022, as well as cutting earlier proposed funding for NextGen bus lanes and the High Desert Multipurpose Corridor (high-speed rail) studies. This is very disappointing, and in light of metro's commitment to lesson our regional reliance on private automobiles, does not make sense.

I must urge Metro to continue on it's incredible track record of making the Los Angeles region more accessible to people via transit, and prioritize BRT and light rail solutions while de-prioritizing reliance on private automobiles. Perhaps I am misunderstanding the numbers here, but it is very frustrating, with the current boom in light rail expansion and the burgeoning of more housing in our region along transit corridors that, instead of focusing it's funds on serving communities with transit, metro is seeking to spend more than ever on highway expansion. This is a step in the wrong direction, though I understand the Agencies duties are broad and expansive, I must insist that priority be given to transit projects and we begin to move past parking lots, cars, and endless highways. It's the best choice for our most vulnerable populations, the environment, and the long-term health and survival of our city and state.

Thank you for all you do!

Please no more money for freeway expansion. We are tired of car pollution and noise and having our homes and wild life sacrificed. We want other means of transportation, safer streets for bikes and people and a better train system!! If you can find money to boost up freeways year over year, you can find money to expand our rail and protected bike lanes! I am a young, non-car-dependant Angeleno, I have been on the freeway only once since the start of this year as a passenger. Using my tax money for more freeways does not benefit me!

Why is metro allocating so much money to freeways? We need to stop expanding highways and make the transit system fast and safe.

on so many levels. I hope that you see fit to reallocate that money to transit, complete streets projects, bikeways, and other transportation projects which would increase mobility without creating induced demand for more freeway lanes.

Because, Making more room for more cars to drive faster is an oxymoron relative to our urgent need to reduce greenhouse gas emissions.

Build it & they will come works both ways: If you widen freeways we'll have more cars going faster.

If protected bike lanes and safer, more frequent crosswalks are added to our roads, more people will walk, bike, skate and transport themselves in ways that consume little or no fossil fuels.

Why are there traffic jams on 8 lane freeways?

LA's biggest problem is the # of cars on the road.

Look what has happened in Amsterdam, and now happening in Paris and Mexico City.

congestion. For equity, for the climate crisis, and for a more enjoyable metro area, we must prioritize our spending on transit.

I was born and raised in Los Angeles. I am a child of Stage 3 Smog Alerts. Please stop widening freeways.

I have been without a car for 4 years now - relying on Metro buses and rail. I want to see public transit expanded, and I want to see safe biking options throughout LA.

I know Los Angeles and the planet cannot afford the true cost of car culture and infrastructure. That is why I've been a voluntary avid transit rider for ~7 years (regular driver for ~4 years) despite having access to my family's car, insurance, registration, maintenance, parking, fuel, time for traffic, emergency funds for accidents and emergencies etc. You need to do your part.

I shouldn't have to be emailing about this. The data is overwhelmingly obvious: We need to stop widening freeways immediately.

After skimming the budget until my eyes watered, I appreciate the promise of increasing bus reliability and comfort. While the 100,000 school children with free transit access represents a 25% increase, it seems a very low number relative to the number of children/families who would benefit from free passes. I noticed an emphasis that what this budget funds is "For the People". Who else would it be for? I am especially grateful to Joe Linton for his review and comments on this budget. I agree with Joe so the rest of my opinion is at <https://la.streetsblog.org/2021/05/25/busting-some-metro-highway-program-fy22-budget-myths/> Thank you.

Please stop freeway expansion, it is an absurd waste of money and resources.

It is completely inhumane and revolting to fund freeway expansion more than transit expansion when it 100% confirmed that freeway expansion does not reduce traffic in the long run. Please change this. I am ashamed of Metro as a frequent transit rider.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending. This comes after last year's 80% increase in freeway spending at the same time that transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

Perhaps even more compelling is that freeway widening just does not work in the long or even medium term. The fact that lane additions do NOT decrease congestion has been a part of transit literature for decades and is now common knowledge among enlightened transit authorities. Certainly congestion improves in the year or two after lane additions, but rarely if ever do they reduce it in the long term. To continue this design principle borders on malpractice and a waste of taxpayer funds.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit frequency and safety, bike share, and expanded safe bike networks.

Thank you,


Stop widening freeways

Stop expanding freeway capacity

I recently reviewed the FY2023 budget proposal, and would like Metro to increase its share of funding in transit capital construction and decrease its freeway and highway capital budget. We need a higher amount of dollars spent on improving bus and rail service to better serve LA county. Please do not waste these valuable dollars on freeway widening, rather consider restoring bus service to pre-2020 levels or advancements on our rail and bus systems. Thank you

It's a travesty that Metro is cutting transit spending while increasing highway spending - all your talk of climate change and greenhouse gas emissions and induced demand was all a lie, apparently, since you choose to double down on highway spending on roadway expansions at the expense of the silent majority that wants a greener cleaner future for LA County. Shame on Stephanie and the Board for advancing this highway centric budget that ignores the needs of the most transit dependent riders in the region.

we going to have the full 8 million plus revenue service hours we have been promised for years? When will Metro stop using the pandemic as an excuse to provide less service and to delay the implementation of NextGen?

Widening freeways only increases the amount of vehicles that will use it, therefore more traffic will be expected and bigger delays. Instead plan on allowing public transport to be more accessible and easier to take. The more you increase public transport and alternate ways, the more it will be used. Plan on offering alternate ways for people to move around without having to use their own vehicle or a taxi services. If offered, most people will commute through public transport or safer street that allows them to use a bicycle to work.

Best,

██████████

Please stop building more freeways. Divert more of the budget to other infra that makes short trips safe and convenient via bike/bus/metro, so that we can induce people to make fewer car trips. We have a housing crisis and cannot afford to keep surrendering more valuable land to cars, not to mention the decades-long liability of maintaining new roads, even if their initial cost is heavily subsidized at the federal level.

forth. Charge people to use the freeway. I am subsidizing Metro's freeway expansions every time I pay sales tax, which is regressive, yet auto drivers aren't subsidizing my asthma medication for living next to a freeway they use and I do not. Nor do they subsidize my antidepressants--since freeway soot is linked to depression.

Fund bus lanes. \$3m for bus lanes is laughable. That's the cost of three electric buses on the Orange Line, which riders did not ask for and the Mayor used to pretend he made our lives better. We want frequent service! Electrify freight trucks. Electrify SUV's. Electrifying a single bus line with service every 10-30 minutes is more empty virtue signalling. I have the freeway cough to prove it.

Y'all are spending at least \$700m to add lanes in Santa Clarita. Why? Because people in Santa Clarita don't want to live near people "like me". They still come through my area to go to Dodger Games, further polluting it, but then go home and take their tax money with them to a segregationist area that has nice parks and usable sidewalks.

You said you were cutting bus service "temporarily" in 2020. How long is "temporary"? I've waited two years and counting for service to be restored. Metro has even gone backwards, implementing additional cuts several months ago because you stopped hiring Metro bus drivers for almost a year while your existing drivers retired and took leaves of absence related to Covid.

Metro had more riders in the 1980's with a quarter of your current budget and zero train lines. It seems like the more money County voters give Metro, the more Metro wastes the money chasing unicorns. "We will widen freeways until there is no more congestion". "We will speed up construction projects that are way over budget and past their original deadlines". "We will attract suburban transit riders who can choose to drive".

When has Metro achieved any of the above? Its \$900m extension to Azusa drew 5,500 daily riders, an expense of over \$200,000 per new rider. When are you going to spend \$200,000 on me and my fellow riders in Central LA, as we sniff each others' armpits on overflowing, delayed buses? We, Metro's brave remaining riders, get

Stop with freeway widening! Funding should prioritize fiscal sustainability and the decreasing car dependency!

staff have repeatedly ignored board directives over the past decade and continue to work to widen freeways, locking in carbon emissions that Metro admits are greater than the total emissions reduction potential of its Measure M program.

transportation. It is unconscionable that freeway spending is increasing year on year for widening projects (and yes, many of these "improvements" involve additional lanes and additional miles), while transit funding is being decreased.

The additional displacements and the additional pollutants arising from the induced demand of freeway widening are toxic to our communities, and for almost no gain. These projects will not solve congestion.

I cannot emphasize enough how crucial it is that Metro re-prioritizes this budget. I implore you to increase spending on active transportation and transit improvements that can actually serve the needs of communities, reduce traffic violence, increase energy independence, and work towards climate goals.

Thank you,

[REDACTED]

Allocate money for more protected bicycle lanes that connect Cal State LA, USC, and UCLA to downtown LA's bus and train hub.

I am disappointed to see that metro is decreasing public transit expansion funding in order to increase freeway widening funding. It is this short sighted type of thinking that has landed our city into the transit and housing shortages that we currently find ourselves in. I urge the board to reconsider.

Please reduce or eliminate the budget assigned to freeway widening and expansion. Other than a few, notable exceptions, most highway expansion serves mainly to increase traffic, congestion, pollution, and community disruption. Better to invest in alternative transport modes.

Thank you

We must STOP widening freeways now!

Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased (!) in 2023..

No discretionary funding should go to freeway expansion.

No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand*.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

*Meanwhile commuters have little to no good alternatives (the good induced demand!). And planned transit budget is seeing a decrease?

-> For the end benefit of ALL and for every facet of this city beyond transportation, I strongly suggest that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and *increase* spending on improving transit and bike share.

Thank you,

[REDACTED]

[REDACTED]

by 33.5%. We don't need any more highways. We need to build a truly multi-modal city and you're focusing precious resources on projects that will hurt the climate and our air. Please reconsider this budget.

We could be studying high speed rail in the desert corridor, we could be building protected bike lanes and crosswalks, we could be building bus lanes on major corridors, we could complete the Crenshaw-LAX northern extension plans, we could be building the rapid BRT builds down Broadway, Lincoln, Sunset, La Cienega, Wilshire, Sepulveda of Venice. We could be bringing transit service levels to their pre pandemic norms.

I can't afford to reduce my personal climate impact by buying an electric car. And I can't afford drive to work every day because of the cost of gas and parking at my work. But I can't take the metro to work because I work at a movie theater, and I get off of work at 2am. The trains have stopped running at midnight.

Please get your priorities straight. We can't afford to keep widening highways in a city already over saturated with them.

I'm writing to encourage Metro to invest in public transportation options, rather than freeways. This will improve quality of life for millions of people in the region for decades to come. Thank you.

I am shocked to find out how much you are still spending on cars, and not on pedestrians, bicyclists. When is enough just enough? You have the knowledge - now please use your courage to turn the wheel around in favor of anything but cars.

For goodness sake, stop widening freeways and invest more in transit! Both capital and operations budgets for transit need the funding.

We don't need even MORE freeway expansion. Please use that money to improve public transit instead. One of the biggest reasons that Angelenos aren't using public transit is because it just isn't very good. Build it better & people will utilize it! Spending more on freeways just continues the cycle and makes the issue worse!

Please stop widening freeways. It is the exact opposite of what is needed to reduce greenhouse gas emissions.

I commute via bike and the metro L line everyday so I was disheartened to see Metro's plans for increased freeway expansion. We are in desperate need of better bike and micro mobility networks and really any infrastructure that encourages active transportation so I ask you to please redirect the increased money that is going towards freeway expansion/improvements and to put it towards creating and improving our active transportation infrastructure.

Please stop widening freeways. Metro's 2023 budget shows a planned 33% increase in Freeway spending, this comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

No discretionary funding should go to freeway expansion. No freeway funding should be accelerated faster than scheduled in Measure M.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Widening freeways displaces homes, businesses, and disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to induced demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share.

Please reduce spending on widening freeways and consider spending more on making public transit more reliable. Our climate future depends on this.

From: [REDACTED]
Sent: Tuesday, May 17, 2022 9:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Operations, Safety, and Customer Experience 9AM 5/19/2022

Hello,

I am submitting public comment before Metro 5/19/2022 meeting. My email below should take no more than a minute of time to read or address.

Customer Experience:


I see that the customer experience is extremely downgraded when I see Metro transit officers doing nothing and standing around at LAUS and North Hollywood.

They harass paying customers about their valid tap cards and watch while theft occurs daily at Starbucks and smelly vagrants line the seats of the Metro B line.



Why hire more transit PD if the limits of what they can do are so limited due to the current laws? Proposition 47 was a mistake and needs to be repealed before PD can actually do something?

Training:

Metro PD needs some training on TAP cards so they know about NFC tap cards.

This NFC is always running and they just have to scan users phone (Opening the Metro APP is NOT  needed). I am a busy person and stopping to explain why they just need to scan my phone without opening the APP wastes my time. Metro is running late and I'm late and now I'm being inconvenienced by having to explain my virtual tap to Metro PD...

I do not plan on using a physical tap card and if Metro PD is scanning tap cards for fare evaders then they should at least know what they are doing.

2. Metro PD doesn't kick off the sleeping homeless who are taking up the seats when Red Line pulls into North Hollywood in the early AM hours. It's very smelly even with a face mask. Isn't there somebody who can enforce face mask rule (usually the homeless), drinks (spilled drinks and food  are ALL  over North Hollywood red line/b line stairwell), loud music (profanity laces rap music), and other Metro rules posted?

I thank you for your time and hope my input is taken into consideration as I am a daily paying customer.

Regards,



May 17, 2022

Via Electronic Mail

Jacquelyn Dupont-Walker, Chair
jdupontw@aol.com

Ara Najarian, Vice Chair
anajarian@glendaleca.gov

Kathryn Barger, Member
kathrynbarger@lacounty.gov

James Butts, Member
mayor@cityofinglewood.org

Hilda L. Solis, Member
firstdistrict@bos.lacounty.gov

Tony Tavares, Nonvoting Member
tony.tavares@dot.ca.gov

**Re: Metro Planning and Programming Committee Meeting May 18, 2022
Agenda Items 8 and 9**

Dear Chair Dupont-Walker and Members of the Planning and Programming Committee:

On behalf of the undersigned members of the Coalition for Environmental Health & Justice (“CEHAJ”), we write regarding two items coming before the Planning and Programming Committee on May 18, 2022. The first is Agenda Item 8- approval of the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project (“Project”) Final Environmental Document. The second is Agenda Item 9 -a Motion by Directors Hahn, Solis, Mitchell, and Dutra regarding the I-710 South Corridor and the development of future initiatives. We support Metro officially rejecting freeway widening as a project considered for the I-710 South Corridor. However, we remain wary of any effort to rush through approval of a punch list of projects derivative of the profoundly flawed Alternative 5C without allowing the 710 Task Force time to fully consider alternatives. We ask this Committee to consider revising the Motion 2022-

0355 to ensure that the work done to build community trust at the 710 Task Force is not eroded for the sake of expediency.

Agenda item 8- Approving the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document

In May of 2021, we were encouraged by the Board’s passing of Supervisor Solis’ Motion 47, which halted further movement on the FEIR/EIS for Alternative 5C for the Project. This Motion came soon after a letter from Region 9 of the United States Environmental Protection Agency (EPA) was made public, showing its analysis that the widening alternative would violate the Clean Air Act. The Motion followed more than two decades in which freeway-adjacent communities suffering the brunt of air pollution and health impacts consistently asked this agency to consider a better approach that centers on community wellbeing.

Metro’s move last year to halt the freeway widening alternative was a step in the right direction. While we considered the Project dead when the EPA issued its guidance, changing one word in Motion 47 from “cease” to “suspend” unfortunately clouded public perception of Metro’s ultimate intentions. The Board’s approval of the “No Build” Alternative will help clarify the fate of the I-710 South Corridor.

Agenda item 9- Motion by Directors Hahn, Solis, Mitchell, and Dutra

A “No Build” alternative would essentially end the I-710 South Corridor Project as previously conceived. Yet, as Motion 2022-0355 suggests, merely declaring an official end to the old freeway widening plan without further action will not address the ongoing impacts of health-harming air pollution, greenhouse gas emissions, or traffic and safety issues. Therefore, we agree that Metro, State, and Federal agencies should do more to invest the resources necessary to correct these harms.

However, to be effective, any investment strategy must have impacted residents at the decision-making table. Unfortunately, communities along the I-710 Corridor have long been excluded from decision-making on transportation projects that immediately affect them. We have spent the last eight months with Metro staff participating in monthly 710 Task Force meetings and numerous working group meetings to correct this inequity. This process has included the investment of time and energy from hundreds of impacted residents, community leaders, and community-based organizations that have diligently participated in discussions. Metro told participants that the ideas and contributions made through this process would inform final planning decisions at Metro concerning I-710 South Corridor, including an investment plan.

Motion 2022-0355, unfortunately, leaves open the possibility that plans developed outside of the 710 Task Force process will supplant decisions made through the carefully vetted consensus-building process intended to build community trust. The Motion, as currently written, directs staff to apply equal consideration to feedback “from the 710 Task Force and its Working Groups and

Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments and community stakeholders.” This approach ignores the significant distrust generated from experience with Metro prioritizing recommendations from Gateway Cities Council of Governments (COG) over community proposals.

As stated before, the COG has historically not been an adequate venue for engaging with the community. In this latest approach by COG, the Ad Hoc Committee was formed and has run a parallel process for vetting ideas for the I-710 Corridor without community consensus. The Ad Hoc Committee occurs outside the Task Force process and is exclusive to COG members. In the past, Metro and Caltrans’ failure to listen to and incorporate the recommendations from the 710 Project Committee, and the dismantling of the previous community engagement process profoundly damaged what frail community trust existed. Unfortunately, Metro risks eroding that trust again by circumventing the 710 Task Force process.

To maintain that trust, Metro must ensure that the current community engagement process is honored. In addition, Metro should ensure that the Task Force is included in the development and execution of the final list of proposals Metro will consider. We, therefore, suggest that Section “A” of the Motion be revised to direct staff to “Develop and implement a project Investment Plan as advised by the Task Force after reaching consensus with the Community Leadership Committee.” This change would align with the statements made to community participants at the 710 Task Force meetings about the outcome of public participation.

We are also wary of the expedited timeline expected for Metro to deliver three initiatives through this process by September. It took Metro over 20 years to concede that freeway widening was never good—a conclusion that community groups had reached and pressed Metro to adopt for all those years. The most recent CLC meetings reaffirmed the concern of a rushed community engagement process when community leaders were asked to vote on items that were unclear and warranted additional discussion. Metro has the opportunity to show continued growth in understanding and prioritizing community by allowing the time necessary to repair past harm and promote a more equitable future. Developing those solutions will take time and careful consideration and is not something that Metro should rush.

By committing fully to this process, Metro has an opportunity to develop innovative solutions that respond to community needs regarding health, homes, and jobs while building strong community partnerships. For example, rather than imposing an arbitrary timeline, a better approach might be to allow the 710 Task Force to develop a timetable for short-term and long-term goals once Metro staff share upcoming funding-timelines and constraints. This information might help the 710 Task Force members arrive at informed decisions and develop proposals accordingly.

With greater certainty offered by the “No Build” Alternative and more information about funding, we will continue to engage with Metro to pursue community-driven solutions that protect homes and small businesses, protect public health, and bring educational and job opportunities to residents. As we have noted, our communities face a housing crisis of epic proportions with low

vacancy rates, rising rents, and limited housing stock. Therefore, although there is consensus that no freeway widening should occur, we ask that Metro go a step further and commit to a policy of requiring “no displacement” of homes and small businesses when approving alternative projects.

Finally, we fully support renaming the task force to reflect Metro’s shift in focus from a freeway-centered project to one that seeks to address broader issues of air quality, mobility, and safety in the corridor. Only tangible results will determine whether this Project’s legacy will perpetuate the harmful freeway-building projects of the past century or build a new equity-centered program to help communities thrive. Still, by allowing Task Force members and the CLC to rename the group, Metro is signaling its shift in focus and openness to consider new strategies for meeting the challenges of this century.

We look forward to working with our fellow Task Force members and the CLC to develop a new name for the Task Force as we continue developing comprehensive equity-centered solutions to the problems generated by the I-710.

Sincerely,

Fernando Gaytan
Earthjustice

Laura Cortez
East Yard Communities for Environmental Justice

Natalia Ospina
Natural Resources Defense Council

Jen Ganata
Communities for a Better Environment

Ghirlandi Guidetti
Legal Aid Foundation of Los Angeles

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

cc: Metro Board of Directors, CEO Stephanie Wiggins (swiggins@metro.net)
Metro Board Clerk (BoardClerk@metro.net)



NORTH LOS ANGELES COUNTY Transportation Coalition JPA

May 17, 2022

The Honorable Hilda Solis
Chair, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

RE: Support Measure M Multi-Year Subregion Program (MSP) Annual Update – North Los Angeles County Subregion. Planning and Programming Board Item 6, May 2022.

Dear Chair Solis:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies Los Angeles County 5th District, the Cities of Lancaster, Palmdale, and Santa Clarita located in North Los Angeles County, we **strongly support** the approval of the Measure M Multi-Year Subregion Program (MSP) Annual Update – North Los Angeles County Subregion Planning and Programming Committee Board Agenda Item 6, May 2022.

After public participation with open houses in the Antelope Valley and Santa Clarita Valley, the NCTC adopted the Multi-Year Subregional Program (MSP) Initial 5-year Plan in January 2019. Metro subsequently adopted the NCTC MSP 5-year Plan in February 2019.

On April 18, 2022, the NCTC JPA Board of Directors unanimously approved programming MSP funds for FY 2024/25, for an 8-year MSP total of roughly \$62.7 million. The NCTC JPA Member Jurisdictions appreciate the working relationship with Metro to deliver Highway Efficiency Program, Active Transportation Program, and Transit Projects.

To close, NCTC fully supports Measure M Multi-Year Subregion Program Annual Update – North Los Angeles County Subregion Planning and Programming Committee Board Agenda Item 6.

Thank you for your deliberation and leadership on this issue.

Sincerely,

Arthur V. Sohikian
Executive Director

May 2022 P&P Public Comments

From: [REDACTED] >

Sent: Tuesday, May 17, 2022 11:49 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; Mayor@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 11:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:29 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[YOUR NAME]

[CITY AND ZIP CODE]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: tony.tavares@dot.ca.gov; anajarian@glendaleca.gov; First District <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No freeway widening PLEASE - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Please invest more in transit.

Thanks,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:33 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:34 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

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

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 17, 2022 12:35 PM
To: Board Clerk <BoardClerk@metro.net>
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[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Stop freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Sincerely,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:38 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov

Subject: Stop Inducing Demand - No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:47 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: PLEASE no more freeway widening - I support items 8 and 9

hello Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We CAN prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: tony.tavares@dot.ca.gov; Ara Najarian <anajarian@glendaleca.gov>; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn Barger <kathryn@bos.lacounty.gov>

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve the quality of life for local residents while transitioning to a more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: DO NOT WIDEN FREEWAYS - Support for Items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Air pollution has now been linked to poor obstetrical outcomes including preterm birth, low birth weight, miscarriage, pre-eclampsia, and increased mortality rates with cardiac transplant surgeries. Further, proximity to major roadways has been linked with poor success after bariatric surgery, compared to patients who live further away from traffic-induced air pollution. Enough is enough. We don't need more highways.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:53 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

*sent from my iPhone, please excuse any errors.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[YOUR NAME]

[CITY AND ZIP CODE]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Climate change is real! Stop freeway expansions! - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from a mobile device.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:04 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: STOP THE 710 EXPANSION - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 17, 2022 1:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: In Support: Items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the I-710 freeway widening project and spending the equivalent \$6-8 billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in Los Angeles County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda Corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of Los Angeles.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; Hilda Solis <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: Public Comment: No more freeway widening - I support items 8 and 9

Importance: High

Dear **Metro Planning and Programming Committee,**

Hello, I am writing to express my opposition to further freeway expansion. Expanding the freeway won't solve traffic congestion but only encourage more vehicles. I believe that Metro should reconsider its options and seek an alternative. What we need to do is reduce traffic congestion and reliance on vehicles. The Air Quality is poor, especially in neighborhoods that are low-income and impoverished. I live near a freeway and the air quality is really poor and unhealthy.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent of \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in Los Angeles County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve the quality of life for local residents while transitioning to a more sustainable goods movement from the Port of LA.

Thank you for taking the time and consideration.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:43 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:44 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Signed,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:54 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 1:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:01 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will encourage alternate transportation by way of making it easier and safer to bus, walk bike or eBike. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access and projects that convert truck trips to rail (including electrifying the Alameda corridor).

This highway widening is a backwards project. LA needs to progress in line with other cities' non-car initiatives. The more cars we get off the road, the more benefit for everyone-even people who must drive will experience less traffic, pollution and stress. Benefit for all.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

My name is Gustavo Hemstreet;

I am a Los Angeles student and taxpayer who is heavily reliant on public transport (esp. trains) to commute into the city for my college classes. I am writing to demand the official cancellation of the 710 freeway widening project, and to provide my unequivocal support towards spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

For decades, our city has pumped billions of our taxpayer dollars into cars-based infrastructure, at the expense of hard-working people such as myself who are reliant on public transit for mobility.

Given that freeway expansion provides no benefits to taxpayers except wasting our money (as it's been shown to INCREASE our city's notorious traffic because of induced demand), any proposals that increase our urban gridlock are a disgrace to those of us who would be far better served by an increase in other available transit options: For instance, additional light rail, or protected busways.

This is to say nothing of the other proven downsides of freeway expansion- Namely, an increase to air pollution (which is already notorious around the 710 corridor), and the inevitable displacement of working class families (predominantly Black and Latino).

Instead, we should reallocate the freeway funds towards better people-oriented solutions for our city- For example, electrifying the Alameda corridor, or investing in more light rail/subways.

We've wasted enough cash on freeways- No more!

Thank you,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:12 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Kenneth
90025

--

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

[REDACTED]
Sent: Tuesday, May 17, 2022 2:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

[REDACTED]
Sent: Tuesday, May 17, 2022 2:16 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Cancel the 710 freeway widening project and spend the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "**Diesel Death Zone**" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Best,



Walkable, bike-friendly communities that are affordable are the right of every single human being. These communities are great for humanity, other species, and the Earth itself! Everything in the HUE-MANS life does NOT need to be a drive away.

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:19 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov; northstarsw@gmail.com

Subject: No more freeway widening - I support items [8 and 9]

Dear Metro Planning and Programming Committee,
CC. Ms. Wiggins

I strongly support officially canceling the 710 freeway widening project.

Let's spend the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

Best regards,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:21 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:24 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Please stop widening freeways! Make more viable bikeways, bus routes and railways. Please move away from this car culture! Its killing us all.

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 2:39 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; Supervisor Hilda Solis <firstdistrict@bos.lacounty.gov>; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[YOUR NAME]

[CITY AND ZIP CODE]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:46 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

Sent from my iPad

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No to freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Growing up in LA, I developed asthma and respiratory illnesses despite no family history. I can actually smell the air pollution when I go outside. I would like to see better health outcomes for our communities.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

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From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[YOUR NAME]

[CITY AND ZIP CODE]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Barger, Kathryn <Kathryn@bos.lacounty.gov>

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:14 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 12:43 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

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[YOUR NAME]

[CITY AND ZIP CODE]

--

[REDACTED]
[REDACTED] [REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:38 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 4:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:49 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:50 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 5:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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Previous projects to widen freeways end up being useless. They don't improve traffic and are usually outdated by the time they are finished. Use the money to do some real good.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@CityofInglewood.org; Kathryn@bos.lacounty.gov

Subject: Public Comment: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

Stop trying to solve traffic with counterproductive solutions.

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Kathryn@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; butts@cityofinglewood.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

As you know **this corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County.** We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

This is a tremendous opportunity to leverage local, state, and federal funds for sustainable, 21st century mobility solutions that will improve quality of life for local residents after decades of neglect and harm.

Thank you for your service to the community and leadership on this issue.

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

From: [REDACTED]
Sent: Tuesday, May 17, 2022 6:35 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 6:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, May 17, 2022 7:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Tuesday, May 17, 2022 10:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 17, 2022 10:57 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: 710 Freeway, items 8 and 9

To: Metro Planning and Programming Committee,

Please support canceling the 710 freeway widening project and redirecting the project budget to more sustainable solutions like public transit, freight rail electrification and safe active transportation networks for biking and walking.

Freeway widening has proven to be a failed strategy for solving our transportation-related problems, each widening essentially digging us in deeper to the wasteful paradigm of single-occupant vehicles and single-container freight transport by trucks. The climate crisis and the unacceptable impacts that freeways have on vulnerable communities demands that we reverse course and direct our planning and resources in a more sustainable and safer direction.

We only have to look at examples in numerous European and Asian countries to see proven models for how to move people and goods more efficiently and sustainably. Please don't let this opportunity slip away.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

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[REDACTED]
[REDACTED]

Sent from my iPhone

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 18, 2022 8:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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[REDACTED]

Sent from my iPhone

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 18, 2022 9:36 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: Wider freeways won't solve our problems - In support of items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]

Santa Monica, 90404

From: [REDACTED]

Sent: Tuesday, May 17, 2022 3:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

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Thank you,

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 18, 2022 9:49 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: pause all freeway widening

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety.

Furthermore, I really question how a city and metro area that claims to want to do its part the help prevent further climate change is prioritizing any freeway or street widening projects at all.

Why not put a pause on all freeway/street projects that cannot directly improve public transit, convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking.

Once we've fully done those things across the LA metro area, we can see if it still makes sense to contribute dollars and time to projects for private vehicles.

[REDACTED]
[REDACTED]

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES
AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY

SELECT COMMITTEE
CHAIR, PORTS AND GOODS
MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY
RESPONSE



SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY WHIP

CHAIR, SENATE COMMITTEE ON TRANSPORTATION

May 26, 2022

Metro Board of Directors
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Metro Board of Directors,

As the State Senator representing California's 33rd District, I write to express my support and urge the Metro Board of Directors to adopt Alternative 1, the "No Build" alternative, as the new Locally Preferred Alternative for the I-710 South Corridor.

Alternative 1, the "No Build" alternative, will end a decades-long effort to widen the 710 freeway. The planned widening would have destroyed homes and neighborhoods in Southeast Los Angeles, resulting in the displacement of families who live along the freeway. In addition, communities along the I-710 South Corridor have amongst the worst air quality in the nation, which has led to various health problems such as decreased lung function, high rates of asthma, and increased instances of lung and heart disease. The cities I represent along the 710 freeway have carried the disproportionate burden of environmental injustices and displacement for far too long. Metro must continue to work to repair past harms and promote a more equitable future for our communities along the I-710 South Corridor.

I appreciate Metro's efforts to create the 710 Task Force that has brought together the impacted community, and public and private stakeholders to voice their concerns and provide feedback on the local and regional needs for improvement on and around the 710 freeway. As Metro begins to develop an investment plan for the I-710 South Corridor—community input must be at the forefront of these critical decisions. A community lead process will allow Metro to develop innovative solutions that respond to community needs regarding health, homes, and jobs while fostering strong community partnerships.

I am committed to continue working with Metro and our community partners to ensure that we develop an equity-centered I-710 South Corridor for all of our communities to thrive. Please do not hesitate to contact my office at (562) 256-7921 with any questions regarding my support.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez
Senator, Senate District 33

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

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

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



CALIF

Communities Actively Living Independent & Free

634 S. Spring St., 2nd Floor, Los Angeles, CA 90014

Tel. No: (213) 627-0477; Fax no.: (213) 627-0535;

TDD/TTY: (213)623-9502 Website: www.calif-ilc.org

May 25, 2022

To: Metro Board

Regarding: Item #34 "For" File 2022-0369

Greetings Board Members,

My name is Carrie Madden, and I am a disability and aging advocate at CALIF which is an Independent Living Center in Downtown Los Angeles. CALIF also hosts an Aging and Disability Resource Connection which covers Central South Los Angeles. Both CALIF-ILC and our ADRC employs advocates that work on transportation. We work with Metro on many committees to help create a transportation network that is fully accessible to all riders.

Since the onset of COVID, many members in our community have had the ability for the first time to attend Metro meetings via Zoom. For our community, traveling to and from Metro meetings has always been a barrier to full participation. Our voices get shut out of the conversation because we cannot be there in person. It is one thing to submit written comments hoping that someone might read it. It is another experience altogether standing in front of the committee and seeing true reactions to what we are saying. Zoom finally gave us the vehicle to true participation.

Now that the state of emergency is winding down, many in our community are fearful that our voice will be cut off again. We are thankful that the Board is continuing to keep these meetings going on Zoom. It is, however, our hope that Zoom access remains a continuing avenue for public comments which would make Metro a truly accessible organization.

Thank you,
Carrie Madden

Diverse communities, Diverse abilities, One human family!

--Communities Actively Living Independent & Free

Systems Change Advocate
CALIF-ILC

Diverse communities, Diverse abilities, One human family!
--Communities Actively Living Independent & Free



May 25, 2022

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
via email BoardClerk@metro.net

Re: 710 South Corridor Project - Support Agenda Item 8 (File # 2022-0100); Support Agenda Item 9 WITH REVISION (File # 2022-0355)

Dear Chair Solis and Members of the Metro Board of Directors:

Long Beach Forward stands in solidarity with the Coalition for Environmental Health & Justice (CEHAJ), and as such, we support Metro officially rejecting freeway widening as a project considered for the I-710 South Corridor. However, we remain wary of any effort to rush through approval of a punch list of projects derivative of the profoundly flawed Alternative 5C without allowing the 710 Task Force time to fully consider alternatives.

We support Agenda Item 8, File # 2022-0100, Approving the “No Build” Alternative as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document. **We support Agenda Item 9, File # 2022-0355, WITH REVISION: Motion by Directors Hahn, Solis, Mitchell, and Dutra.**

A “No Build” alternative would essentially end the I-710 South Corridor Project as previously conceived. Yet, merely declaring an official end to the old freeway widening plan without further action will not address the ongoing impacts of health-harming air pollution, greenhouse gas emissions, or traffic and safety issues. Therefore, we agree that Metro, State, and Federal agencies should do more to invest the resources necessary to correct these harms.

However, to be effective, any investment strategy must have impacted residents at the decision-making table. Unfortunately, communities along the I-710 Corridor have long been excluded from decision-making

OUR VISION

Race and income do not determine one's future in Long Beach—
it's a community where everyone is safe, connected, and healthy.

   @move1bforward

(562) 436-4800 hello@lbforward.org 425 Atlantic Ave., Long Beach, CA 90802

www.lbforward.org

on transportation projects that immediately affect them. CEHAJ has spent the last eight months with Metro staff participating in monthly 710 Task Force meetings and numerous working group meetings to correct this inequity. This process has included the investment of time and energy from hundreds of impacted residents, community leaders, and community-based organizations that have diligently participated in discussions. Metro told participants that the ideas and contributions made through this process would inform final planning decisions at Metro concerning I-710 South Corridor, including an investment plan.

Agenda Item 9, unfortunately, leaves open the possibility that plans developed outside of the 710 Task Force process will supplant decisions made through the carefully vetted consensus-building process intended to build community trust. The Motion, as currently written, directs staff to apply equal consideration to feedback “from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments and community stakeholders.” This approach ignores the significant distrust generated from experience with Metro prioritizing recommendations from Gateway Cities Council of Governments (COG) over community proposals.

As stated before, the COG has historically not been an adequate venue for engaging with the community. In this latest approach by COG, the Ad Hoc Committee was formed and has run a parallel process for vetting ideas for the I-710 Corridor without community consensus. The Ad Hoc Committee occurs outside the Task Force process and is exclusive to COG members. In the past, Metro and Caltrans’ failure to listen to and incorporate the recommendations from the 710 Project Committee and the dismantling of the previous community engagement process profoundly damaged what frail community trust existed. Unfortunately, Metro risks eroding that trust again by circumventing the 710 Task Force process.

To maintain that trust, Metro must ensure that the current community engagement process is honored. In addition, Metro should ensure that the Task Force is included in the development and execution of the final list of proposals Metro will consider. **We, therefore, suggest that Section “A” of the Motion be revised to direct staff to “Develop and implement a project Investment Plan as advised by the Task Force after reaching consensus with the Community Leadership Committee.” This change would align with the statements made to community participants at the 710 Task Force meetings about the outcome of public participation.**

We are also wary of the expedited timeline expected for Metro to deliver three initiatives through this process by September. It took Metro over 20 years to concede that freeway widening was never good—a conclusion that community groups had reached and pressed Metro to adopt for all those years. The most

recent CLC meetings reaffirmed the concern of a rushed community engagement process when community leaders were asked to vote on items that were unclear and warranted additional discussion. Metro has the opportunity to show continued growth in understanding and prioritizing community by allowing the time necessary to repair past harm and promote a more equitable future. Developing those solutions will take time and careful consideration and is not something that Metro should rush.

By committing fully to this process, Metro has an opportunity to develop innovative solutions that respond to community needs regarding health, homes, and jobs while building strong community partnerships. For example, rather than imposing an arbitrary timeline, a better approach might be to allow the 710 Task Force to develop a timetable for short-term and long-term goals once Metro staff share upcoming funding-timelines and constraints. This information might help the 710 Task Force members arrive at informed decisions and develop proposals accordingly.

With greater certainty offered by the “No Build” Alternative and more information about funding, we will continue to engage with Metro to pursue community-driven solutions that protect homes and small businesses, protect public health, and bring educational and job opportunities to residents. As we have noted, our communities face a housing crisis of epic proportions with low vacancy rates, rising rents, and limited housing stock. Therefore, although there is consensus that no freeway widening should occur, we ask that Metro go a step further and commit to a policy of requiring “no displacement” of homes and small businesses when approving alternative projects.

Finally, we fully support renaming the task force to reflect Metro’s shift in focus from a freeway-centered project to one that seeks to address broader issues of air quality, mobility, and safety in the corridor. Only tangible results will determine whether this Project’s legacy will perpetuate the harmful freeway-building projects of the past century or build a new equity-centered program to help communities thrive. Still, by allowing Task Force members and the CLC to rename the group, Metro is signaling its shift in focus and openness to consider new strategies for meeting the challenges of this century.

In solidarity,

James Suazo
Executive Director



May 25, 2022

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

Re: File# 2022-0243: Fiscal Year 2023 Budget

Dear Metro Board Members,

Every year, Move LA reviews and submits comments on the Metro budget. We appreciate the engagement by Metro staff and their openness to meeting, sharing data, and discussing ideas.

First, we want to applaud some of the bright spots in the budget and we look forward to working with the Board and staff to implement them throughout this coming year. This includes:

1. Use of an Equitable Zero-Based Budget process to identify opportunities to invest in Equity Focused Communities in Los Angeles County;
2. Doubling of transit ambassadors to create a welcome and safe experience for all transit riders, especially for women, families, seniors, and persons with disabilities;
3. Investment in customer experience to bring back and keep ridership, including fare capping;
4. Continued commitment to Fareless System Initiative (FSI) for students and the LIFE Program;
5. Commitment to restoring bus service to 7.1 Million Revenue Service Hours;
6. Enumeration of the NextGen Bus investments and expected improvements;
7. Equitable analytics-led approach to enhancing public safety; and
8. Expansion of rail service with the opening of the Regional Connector and Crenshaw Lines while maintaining faster headways and more stations.

We hope to engage with the Metro staff and Board this year on the implementation of the budget and ask that you consider three things:

1. Operators and Ambassadors are on the Frontlines of Good Customer Experience

Several times, the budget indicates it puts a “clear focus on improving the customer experience.” This is the largest budget ever consider by the Metro Board with a goal of restoring service to pre-pandemic level,s and projections for a return to bus ridership of nearly 100% by the end of FY23. And yet, there does not seem to be a real emphasis on the most important component to achieving those goals—the transit operators. Operators are on the frontline of every customer experience at Metro and Metro survey of operators was clear on one thing—operators are not happy. Metro needs to restructure the position of operator if it is to truly achieve its NextGen Bus Plan goals of ensuring 80% of current riders having 10 minutes headways and 99% of riders have a ¼-mile walk to a bus stop. With sales tax revenue estimates increasing by 19.3% and STA revenues increasing 76%, why is Metro not using this increased funding to address the needs of the very people who engage with riders every day? A major investment in their well-being—as well as their wages—will result in better service, less no-shows, and less people leaving the service. Metro Micro has provided a model for this during the pandemic—recruiting 130 new operators, providing flexible schedules and a safe

work environment, and intense training on how women travel, better customer service, addressing accessibility issues, and more. This also means investing heavily in Metro's transit ambassador program to ensure safety for both operators and riders without over-policing our transit system. By making the investment in this year, Metro will see results in future years with a workforce that is in tune with riders and engaged in Metro's important mission.

2. An Equitable Action Plan on Transportation Infrastructure is needed

The budget narrative describes an "affordability gap" in the near-term financial outlook created by rising costs coupled with stagnating resources. However, while cost inflation is pegged at 3.3% for FY23, sales tax revenue is increasing at a significantly higher rate, vastly more State and Federal funds from the largest surplus in State budget history are expected, and the appropriation and distribution of billions for the Bipartisan Infrastructure Law will occur over the next 5 years. The budget narrative asks, "What is the action plan to secure additional funding and/or control costs?"; with Metro staff working to go after every resource available, the question is, what efforts to control costs are being undertaken?

A major challenge for Metro is cost overruns for large projects. The impact of such cost overruns is that transit riders are short-changed, and it erodes Metro's credibility with voters who may not support future funding measures. In the past, budget shortfalls have also resulted in service cuts that fall disproportionately on low-income riders and parts of the region populated by people of color. It could also mean that many smaller projects get "crowded out" because even a small increase in cost for these mega-projects means that an active transit or bus rapid transit line may never be funded. We cannot allow this to happen in Los Angeles and so it is more important than ever that we use infrastructure funding effectively through aggressive cost control measures.

First, Metro can save operating, legal, and capital dollars in the mid- to long-term by installing high impact and low-cost infrastructure in the next two years. This includes: 1) bus-only lanes, 2) bus shelters at every bus stop feasible, 3) shade trees for bus shelters, 4) public bathrooms that are staffed at rail transit stations, 5) all-door boarding, 6) level boarding where possible, 7) access ramps, 8) barrier protected bike lane network, and 9) queue jumpers for buses. These investments can ensure that everyone on buses can move reliably to their destination, do not face extreme heat waiting for their bus, and have accessible, seamless, climate-resilient and safe access to public and active transit. Some infrastructure must be paid for and built by local cities and the county, but Metro should play an important role in planning and implementing these as well.

Second, Metro must re-engage to advance the Countywide Bus Rapid Transit Plan. Aside from \$17 Million budgeted for transit planning (page 78), there is no mention of this critical project. Why are NextGen Bus Plan investments now only \$350 Million when the NextGen Speed and Reliability program recommended \$1 Billion in investments? Can the Board propose a Life-of-Project Budget for the NexGen Speed and Reliability and the Countywide Bus Rapid Transit Plan so that these high impact, low cost infrastructure projects can be funded over multiple budget cycles?

Finally, Metro must immediately begin implementing recommendations made by the [Eno Center on project delivery](#) to keep costs contained in the mid- to long-term. This could include:

- Creating temporary, independent special purpose delivery vehicles (SPDVs) with strong Project Labor Agreements and Local Hire requirements with the necessary authority for Metro's four "pillar projects" commencing as soon as possible.
- Seeking authorization through state legislation or agreement with municipalities to be self-permitting. For example, if a street needs to be closed for construction activities for a transit project, a project-specific permit allows work to begin without the need to request another permit from a locality to proceed. This requires localities ceding some control but will facilitate speedier projects and help the project sponsor manage betterment requests.
- Pushing for greater short-term disruption to advance construction faster. The acceleration of the construction of the Purple Line stations on Wilshire Boulevard in Beverly Hills being completed seven months early is a good example.
- Enacting a policy that clearly outlines when and how stakeholders and municipalities can request betterments.
- Working with CalSTA, Caltrans, and other agencies to contain costs, reduce bureaucratic burdens, enable bulk purchasing, and more.

3. Investing at least 40% in Equity-Focused Communities (Justice40)

We are optimistic about the Equitable Zero-Based Budget process and grateful to see the funds accounted from an equity lens. However, all the funds outlined in the EZBB analysis together account for 1/8 of the total budget. Move LA supports the Federal Justice40 Initiative and Assembly Bill 2419, the California Justice40 Act, which aims to invest at least 40 percent of federal climate and infrastructure funding to communities that have been historically neglected by discriminatory and racist policies. This also includes workforce development programs that recruit and hire individuals from these communities, those who are formerly incarcerated, or those who have not completed their high-school or college course of studies, and work with local labor unions to train them for highly skilled positions. Metro has been an innovator in these local hire efforts, in partnership with local unions, and the Metro SEED School also serves as a shining example. Move LA calls on Metro to account for its work and hold itself accountable to the Justice40 standard in future budgets.

One outcome of implementing this goal would be a wholesale rethinking of the Highway Infrastructure budget. This budget category needs to be renamed, first of all, and then needs to re-think its investments completely to ensure it addresses climate change and VMT reduction by increasing multi-modality on our streets including grade separations for rail travel, bus lanes, bulb-outs, level boarding, queue jumpers, and active transportation. While voters supported freeway modernization and improvements in Measure R and M, they also voted for traffic reduction and the evidence is clear that freeway widening does not reduce traffic. Metro can do better to continue to fund projects that prioritize multi-modality.

Thanks for considering these ideas and we look forward to engaging.

Yours in transit,



Eli Lipmen

Move LA | www.moveLA.org | eli@moveLA.org

May 2022 RBM Public Comments

From: [REDACTED]

Sent: Monday, May 23, 2022 3:40 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

To the Metro board:

I am for Item #9, and am glad you are considering ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. You should instead invest in improving public transit and active transportation along the corridor, and consider electrifying the Alameda Corridor.

Regarding Item #15, I am completely against this budget. How do you get away with increasing your Highway Program budget from \$264M in FY21 to \$634M in FY23 in the middle of a climate crisis? Increasing spending on highways - much of it widening them, despite [the lies that your staff tells you](#) - goes against your own climate goals. You'll make traffic worse and induce more people to drive, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. I encourage you to watch the induced demand video on [Destruction for Nada](#).

We are in a climate crisis. It's time that Metro and its board act like it.

[REDACTED]

Los Angeles, 90046

From: [REDACTED]
Sent: Monday, May 23, 2022 3:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board - I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea. Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. We are in a climate crisis. It's time to act like it.
[YOUR NAME] [YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 3:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED] >
Sent: Monday, May 23, 2022 3:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:48 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead **reduce the highway program's budget**, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board - I ask you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED] >

Sent: Monday, May 23, 2022 3:50 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

From: [REDACTED]
Sent: Monday, May 23, 2022 3:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment: FOR Item 9, AGAINST Item 15
Importance: High

Dear **Metro Board** -

Hello, my name is Lionel. I am writing to make a public comment on this important issue. I am concerned about the widening of the 710 freeway and the impact on the community. Climate Change is for real and we are now facing a severe water drought (water crisis). Widening the freeway will not help solve the climate crisis emergency. It will only exaggerate climate change and have a negative impact on underprivileged neighborhoods.

Here's why:

I ask that you approve **Item #9**, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding **Item #15**, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 3:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

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I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 3:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation. We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:00 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I'm amazed in the year 2022, with the climate crisis as imminent and catastrophic as it already is, that I'm having to write this email to lobby you to walk the walk as well as talk the talk.

I am urging you in the strongest of terms to approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 4:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

THANK YOU

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Please stop highway expansions and invest in public transit!

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:11 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 4:21 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Stop widening more and more freeways! FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. Listen to communities and center community health in any projects along the corridor.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. Please don't accelerate freeway funding ahead of what voters approved. Don't tear down more homes. Don't make traffic worse by inducing more driving. Don't worsen air pollution, water pollution and climate.

I ask that you reject this misguided freeway budget increase and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
--
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:40 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public comment: SUPPORT item #9, OPPOSE item #15

Dear Board Members,

Highways are a 1950s solution and are NOT FIT FOR PURPOSE for an organization whose own Vision 2028 calls for "transforming mobility in LA County" and "a more sustainable future." Stop wasting tax dollars on highways, for God's sake!

Please support agenda item #9, officially ending Metro's 710 widening boondoggle. Evidence proves that widening highways induces traffic and increases climate-changing carbon emissions. Instead, you should invest in public transit options and active transportation options along the corridor. Electrifying the Alameda Corridor freight line would also reduce ground-level air pollution.

Based on my comments above, I also oppose agenda item #15. Let me repeat: evidence proves that widening highways induces traffic and increases climate-changing carbon emissions, all while wasting taxpayer money and displacing residents. Stop the craziness!

Reject this budget and instead reduce the highway program's budget. Use the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. Stop spending like it's 1972 and start spending like it's 2022.

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

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 4:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 4:55 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Los Angeles Metro Board,

I ask that you approve Item #9, formally ending Los Angeles Metro's attempt to make traffic and climate change worse along the I-710 corridor by widening it. I ask that LA Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, LA Metro has increased its Highway Program budget from \$264 million in Fiscal Year 2021 to \$634M in Fiscal Year 2023. Increasing spending on highways—much of it widening them, despite the lies that your staff may tell you—goes against LA Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:04 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Please STOP widening highways! I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it. Instead of spending even more money subsidizing gas-burning car use, spend money on *reducing* the need for cars by making public transit free and more convenient, e.g. via more dedicated bus lanes and improved rail service. It's counterproductive to reduce subway frequency from 12 to 15 min when people should be encouraged to take public transit, not discouraged from it. Whenever I see tourists on our buses and trains, I'm ashamed of how inconvenient and inefficient our public transit is compared to other countries' cities.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:43 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 5:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 5:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 5:55 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR ITEM 9, AGAINST ITEM 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - **goes against Metro's own stated climate goals**. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it. FOR ITEM 9, AGAINST ITEM 15

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 5:59 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Monday, May 23, 2022 6:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board –

Please stop the construction and the destruction of the Los Angeles area.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time like it.

[REDACTED]
[REDACTED]

Sent from [Mail](#) for Windows

From: [REDACTED]
Sent: Monday, May 23, 2022 6:12 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 6:18 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure, like protected bike lanes.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make global warming and air quality worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:23 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

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[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 6:38 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 6:53 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

--

Blessings and best,

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 7:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you **approve Item #9**, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am EXTREMELY DISAPPOINTED IF NOT OUTRAGED that **in the middle of a climate crisis threatening the survival of humans on this planet**, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals.

I ask that you **reject** this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 7:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

We need separated protected bike lanes, bus only lanes and sidewalk improvements, not wider freeways!

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

Studies repeatedly show, widening freeways leads to induced demand which leads to MORE traffic, not less!

Induce demand for bicycling and public transportation by spending money there to build quality connected fast infrastructure.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it!

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Monday, May 23, 2022 7:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 7:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, May 23, 2022 7:49 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Monday, May 23, 2022 7:57 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

From: [REDACTED]
Sent: Monday, May 23, 2022 8:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board Members,

As a parent of young children and lifelong resident of LA County, I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro proposes to increase its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will induce more vehicle trips, resulting in more air pollution in one of the most polluted regions in the United States. Adding more lanes will also make climate change worse, all while wasting taxpayer money on non-solutions. **I ask that you reduce the highway program's budget and invest in improving transit infrastructure and frequency, and active transportation.**

We are in a climate crisis. Please act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Monday, May 23, 2022 8:45 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tony.Tavares@dot.ca.gov; anajarian@glendaleca.gov; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; butts@cityofinglewood.org; Kathryn@bos.lacounty.gov

Subject: No more freeway widening - I support items 8 and 9

Dear Metro Planning and Programming Committee,

I strongly support officially canceling the 710 freeway widening project and spending the equivalent \$6-8 Billion on projects along the corridor in ways that will help local residents with mobility, air quality, and traffic safety. This corridor is known as the "Diesel Death Zone" and is one of the most polluted areas in LA County. We need to prioritize solutions that improve transit and active transportation access, projects that convert truck trips to rail (including electrifying the Alameda corridor), and improve street safety for people walking or biking. This is a massive opportunity to use local, state, and federal funds to improve quality of life for local residents while transitioning to more sustainable goods movement from the Port of LA.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 8:56 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Monday, May 23, 2022 9:06 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[YOUR NAME]

[YOUR CITY AND ZIP CODE]

From: [REDACTED]
Sent: Monday, May 23, 2022 9:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:34 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board,

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, May 24, 2022 5:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

Emissions have strangled our air and health while cars flattened our urban landscape and shared community spaces. We have to start the multi-decade project of reversing this trend today. Please help us shift how we invest in our communities and encourage mobility.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Tuesday, May 24, 2022 8:25 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:06 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

PS: Please use the knowledge that has been built over decades of traffic congestion solutions. We are so fortunate to have good weather here so we can actually bike, bus, train, and taxi around. Your billions will be greatly spent on protecting two-wheelers and two-leggers.

Thanks for the Metro Micro. I am loving it.

Warmly,

[REDACTED]

[REDACTED]

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the

extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.



From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:26 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 9:39 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

We cannot continue to provide only one transportation option for the residents of LA. To continue to enforce car ownership and use is to endanger the lives of pedestrians, motorists, and future generations.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:12 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Board Meeting 5/26 Public Comment - FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:22 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. There are numerous "improvements" that involve widening and adding lanes, and statements about included transit benefits and active transportation are misleading at best. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions. We should be increasing transit funding, not decreasing.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:44 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, May 24, 2022 11:55 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: Tuesday, May 24, 2022 12:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 12:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I believe electrifying the Alameda Corridor would be a better investment than widening freeways.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will worsen the current climate crisis, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 1:22 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support of Item 9

Hon. Hilda Solis, Chair
Metro Board of Directors

Metro Board Chair Hilda Solis,

I write to offer my *support* for *Item 9* on the May 26, 2022 Board of Directors agenda, "710 South Corridor Motion," authored by Supervisor Janice Hahn. The health of the disability community along with seniors, that I represent has been severely impacted for decades by poor air quality, traffic congestion, and unsafe streets. Supervisor Hahn's motion - co-authored by you, Supervisor Mitchell and Director Dutra - is an important next step for the 710 South corridor and the communities along it.

I want to express my sincere gratitude to Supervisor Hahn for having the vision and forethought to bring forward an action that reimagines what it means to address some of our region's biggest challenges. And thank you to Metro for creating a community-driven process that will now provide the input and guidance that we should have had on this project all along.

I strongly urge your *support* for *Item 9* and thank you for your consideration.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 24, 2022 2:08 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:14 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: PUBLIC COMMENTS IN SUPPORT OF I-710 SOUTH CORRIDOR MOTION BY DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA

Dear METRO Board Members,

Hello. My Name is [REDACTED]. I have spent most of my adult life studying the interchange between public health and transportation.

I write in support of the I-710 South Corridor Motion by DIRECTORS HAHN, SOLIS, MITCHELL, AND DUTRA.

The quality of life and health of corridor communities along the 710 Freeway is already overburdened. Significant measures should be taken to protect the public.

All the Best,

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

From: [REDACTED]

Sent: Wednesday, May 25, 2022 5:31 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; kshamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED] >
Sent: Wednesday, May 25, 2022 6:11 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I write to you as an LA resident for whom cycling and public transit are my main forms of transportation. Every day I'm saddened by the state of the infrastructure available for car alternatives, and just about every day when I ride my bike I fear for my life.

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 7:07 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: David Feuer <david8feuer@gmail.com>
Subject: Support Item #9, Oppose Item #15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Item #15
Strongly oppose highway/freeway expansion.

Instead, build towards a better, livable, sustainable future for our Los Angeles!
Invest in "Complete Communities" where people can conduct their daily lives without needing to commute.

For those that need to commute, a clean, safe, convenient and affordable multimodal public transit system is essential.

TURN AWAY from certain disaster and the collapse of modern society: pollution, traffic congestion, stress, isolation, vehicular violence, resource depletion, climate devastation!

Hammers can't fix broken windows, highway expansion can't fix already failed planning & policies.

Develop new tools. It's long overdue for Metro, and our other agencies to break out of their siloed existence, our hopes for a better future depend on it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 7:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:03 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors: I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows: Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders. Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies. Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget. Thank you.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:15 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:32 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; mayorbutts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; tony.tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; lklipp@bos.lacounty.gov; sahay.yedalian@lacity.org; lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; jhwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; kshamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

Sent from my T-Mobile 5G Device
Get [Outlook for Android](#)

This electronic mail (including any attachments) may contain information that is privileged, confidential, and/or otherwise protected from disclosure to anyone other than its intended recipient(s). Any dissemination or use of this electronic mail or its contents (including any attachments) by persons other than the intended recipient(s) is strictly prohibited. If you have received this message in error, please notify us immediately by reply e-mail so that we may correct our internal records. Please then delete the original message (including any attachments) in its entirety. Thank you

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:38 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

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Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:37 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

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Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:43 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

Our climate is in crisis, bus riders emit just 1/6 of the carbon of car drivers, yet they are deprioritized. This systemic transportation racism is short-sighted and makes Los Angeles far less than the world-class city it could be.

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,
[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:56 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

Meanwhile, Metro is continuing to pour money into failed strategies such as an additional \$170 million for law enforcement contracts, despite the fact that law enforcement on Metro has failed to keep its riders safe. Metro's budget should adhere to their Public Safety Advisory Committee's recommendations to wind down Metro's law enforcement contracts and instead invest in community-focused safety strategies.

Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 8:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

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[REDACTED]

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 9:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

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Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 9:32 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:01 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I live in East Hollywood and depend heavily on the bus and subway - specifically the 4 and Metro B line - to get around. I have already felt the impact of reduced service and would hate to experience additional cuts.

I want to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:03 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all. Service is so poor that our family is considering buying a second car.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

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Thank you.

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:05 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

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Thank you.

From: [REDACTED]
Sent: Wednesday, May 25, 2022 10:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:11 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

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Thank you.

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Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

As a Metro rider and someone concerned that over 1/3 of our greenhouse gases come from the transportation sector, we must commit to making traveling via Metro a world class experience that encourages maximum transit use.

I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

From: [REDACTED]
Sent: Wednesday, May 25, 2022 10:23 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15 - Please don't widen the 710

Dear Metro Board -

I urge you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it.

In the midst of a climate crisis, we must invest in public transit service and infrastructure along this corridor to encourage other forms of transportation that emit fewer greenhouse gases.

Regarding Item #15, I am appalled that Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 10:58 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

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Thank you,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:13 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

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Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 11:15 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

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Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

"Everyday life is the primary terrain of social change"
Silvia Federici

From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:20 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:30 AM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:51 AM

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 11:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: +EnglundN@metro.net; +HollyJMitchell@bos.lacounty.gov; +JHwang@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov; +LKlipp@bos.lacounty.gov; +Lobrien@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +Tony.Tavares@dot.ca.gov; +WigginsS@metro.net; +anajarian@glendaleca.gov; +councilmember.krekorian@lacity.org; +daniel.rodman@lacity.org; +doug.mensman@lacity.org; +dperry@lacbos.org; +dutra4whittier@gmail.com; +elizardo@bos.lacounty.gov; +eric.bruins@lacity.org; +firstdistrict@bos.lacounty.gov; +fourthdistrict@bos.lacounty.gov; +jdupontw@aol.com; +kathryn@bos.lacounty.gov; +lantzsh10@gmail.com; +mbohlke@sbcglobal.net; +mike.bonin@lacity.org; +mmoore@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +sahag.yedalian@lacity.org; +sdelong@cityofwhittier.org; +sheila@bos.lacounty.gov; +tim_sandoval@ci.pomona.ca.us; +wrehman@bos.lacounty.gov; mayor.garcetti@lacity.org

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 12:45 PM

To: Board Clerk <BoardClerk@metro.net>

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 1:02 PM

To: Board Clerk <BoardClerk@metro.net>

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Thank you

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 1:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]
[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 25, 2022 1:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; +sheila@bos.lacounty.gov; +MayorButts@cityofinglewood.org; +kathryn@bos.lacounty.gov; +mike.bonin@lacity.org; +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; +Tony.Tavares@dot.ca.gov; +doug.mensman@lacity.org; +mmoore@bos.lacounty.gov; +mbohlke@sbcglobal.net; +dperry@lacbos.org; +eric.bruins@lacity.org; +sdelong@cityofwhittier.org; +LKlipp@bos.lacounty.gov; +sahag.yedalian@lacity.org; +Lobrien@bos.lacounty.gov; +mreyes@bos.lacounty.gov; +WigginsS@metro.net; +EnglundN@metro.net; +daniel.rodman@lacity.org; +lantzsh10@gmail.com; +JHwang@bos.lacounty.gov; +wrehman@bos.lacounty.gov; +elizardo@bos.lacounty.gov; +KShamdasani@bos.lacounty.gov

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Thank you.

Sent from my iPhone

From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov

Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 2:50 PM

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Subject: Climate change is real - stop investing in wildfire inducing freeways! OPPOSE unless amended - Item 15 - Proposed FY23 Budget

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Thank you.

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 25, 2022 2:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: FOR Item 9, AGAINST Item 15

Dear Metro Board -

I ask that you approve Item #9, formally ending Metro's attempt to make traffic and climate change worse along the 710 corridor by widening it. I ask that Metro instead invest in improving public transit service and infrastructure along the corridor, as well as active transportation infrastructure. I also think that electrifying the Alameda Corridor would be a good idea.

Regarding Item #15, I am appalled that in the middle of a climate crisis, Metro has increased its Highway Program budget from \$264M in FY21 to \$634M in FY23. Increasing spending on highways - much of it widening them, despite the lies that your staff tells you - goes against Metro's own stated climate goals. It will make traffic worse as it will induce more people to drive. Additionally, it will make climate change worse, all while wasting taxpayer money on non-solutions.

I ask that you reject this misguided budget and instead reduce the highway program's budget, using the extra funds to invest in improving transit infrastructure and frequency, and active transportation.

We are in a climate crisis. It's time to act like it.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Forgive your enemies, but never forget their names! (J.F.K.)

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 25, 2022 3:04 PM

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Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
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To: Board Clerk <BoardClerk@metro.net>

Cc: Mayor Garcetti <mayor.garcetti@lacity.org>; Supervisor Kuehl <sheila@bos.lacounty.gov>; MayorButts@cityofinglewood.org; Barger, Kathryn <kathryn@bos.lacounty.gov>; Councilmember Mike Bonin <mike.bonin@lacity.org>; jdupontw@aol.com; Mayor Tim Sandoval <tim_sandoval@ci.pomona.ca.us>; dutra4whittier@gmail.com; fourthdistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; Director Ara Najarian <anajarian@glendaleca.gov>; HollyJMitchell@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; Klipp, Luke <LKlipp@bos.lacounty.gov>; sahay.yedalian@lacity.org; O'Brien, Lilly <Lobrien@bos.lacounty.gov>; Martin Reyes <mreyes@bos.lacounty.gov>; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; Hwang, Jamie <JHwang@bos.lacounty.gov>; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>

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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
Subject: OPPOSE unless amended - Item 15 - Proposed FY23 Budget

Dear Metro Directors:

I am writing to you as a Metro transit rider and Angeleno who wants to see my investments in Metro be used to make Metro a public-serving agency that provides world-class service to all.

This commitment to world-class service is not evident through the proposed fiscal year 2023 budget and I oppose the budget unless it is amended as follows:

Metro's budget must commit to investing more than 10% of its "bus service budget" on increased bus lanes and infrastructure to keep its promises for frequent and reliable bus service. Metro must also commit near-term funding to both launch the Phase 2 fareless transit pilot for low income riders and develop a plan for universal fareless transit. Metro must invest properly in previously board-supported projects such as NextGen (Metro has failed to provide the service to the promised levels) and a Phase 2 fareless transit pilot for working class riders.

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[REDACTED]

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From: [REDACTED]

Sent: Wednesday, May 25, 2022 4:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: mayor.garcetti@lacity.org; sheila@bos.lacounty.gov; MayorButts@cityofinglewood.org; kathryn@bos.lacounty.gov; mike.bonin@lacity.org; 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; Tony.Tavares@dot.ca.gov; doug.mensman@lacity.org; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; dperry@lacbos.org; eric.bruins@lacity.org; sdelong@cityofwhittier.org; LKlipp@bos.lacounty.gov; sahay.yedalian@lacity.org; Lobrien@bos.lacounty.gov; mreyes@bos.lacounty.gov; Wiggins, Stephanie <WIGGINSS@metro.net>; Englund, Nicole <EnglundN@metro.net>; Daniel Rodman <daniel.rodman@lacity.org>; lantzsh10@gmail.com; JHwang@bos.lacounty.gov; wrehman@bos.lacounty.gov; elizardo@bos.lacounty.gov; KShamdasani@bos.lacounty.gov
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Metro must substantially invest in the programs at Metro that provide service to its ridership - the transit ambassador program, NextGen, and fareless transit - and this commitment must be reflected in the 2023 budget.

Thank you.



Metro

MINUTES

Thursday, May 26, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:29 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 10, 13, 17, 18, 25, 27, 29, 30, and 34.

Consent Calendar items were approved by one vote except item 10 which was held by a Director for discussion and/or separate action.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	A	Y	Y

2. **SUBJECT: MINUTES**

2022-0368

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 28, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR**

2022-0365

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	P	P	P	P	P	P	P	A	P	A	P	P

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

2022-0366

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	P	P	P	A	P	P	P	A	P	A	P	P

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HJM = H.J. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

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

5. SUBJECT: MATCH REQUIREMENT FOR FEDERAL TRANSIT

2022-0239

**ADMINISTRATION LOW OR NO EMISSION PROGRAM AND
BUSES & BUS FACILITIES PROGRAM GRANT
APPLICATIONS**

APPROVED ON CONSENT CALENDAR the programming of \$108.79 million in state and local funds to commit local match for Metro's grant applications to the Federal Transit Administration (FTA) to procure up to 160 battery-electric buses and supportive charging infrastructure and for related workforce development activities, as detailed in the funding plan in Attachment A.

**6. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
ANNUAL UPDATE - NORTH COUNTY SUBREGION**

2022-0198

A. APPROVED ON CONSENT CALENDAR:

1. programming of an additional \$550,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program (Attachment A);
2. programming of an additional \$3,449,000 within the capacity of Measure M MSP - Transit Program (Attachment B);
3. inter-program borrowing and programming of an additional \$2,400,000 from the Subregion's Measure M MSP - Active Transportation Program to the Highway Efficiency Program (Attachment C); and

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.

**7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM
UPDATE – SAN GABRIEL VALLEY SUBREGION**

2022-0234

A. APPROVED ON CONSENT CALENDAR:

1. programming of an additional \$150,000 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Bus System Improvement Program;
2. programming of an additional \$6,452,974 within the capacity of Measure M MSP – Active Transportation Program;

(continued on next page)

(Item 7 – continued from previous page)

3. inter-program borrowing and programming of an additional \$8,395,000 from Measure M MSP – Active Transportation and Highway Demand Based Programs to the First/Last Mile and Complete Streets Program; and
 4. programming of \$1,000,000 within the capacity of Measure M MSP – Highway Demand Based Program; and
- B. REPROGRAMMING of projects previously approved in order 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 for approved projects.

8. SUBJECT: I-710 SOUTH CORRIDOR PROJECT

2022-0100

APPROVED ON CONSENT CALENDAR:

- A. Alternative 1, the "No Build" alternative, as the new Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document; and
- B. RECEIVED AND FILED overview of 710 Task Force and development of the I-710 South Corridor Investment Plan in place of the previous I-710 South Corridor Project.

9. SUBJECT: I-710 SOUTH CORRIDOR MOTION

2022-0355

APPROVED Motion by Directors Hahn, Solis, Mitchell, and Dutra that:

Given that the 710 Task Force will very soon be finalizing the project's Vision Statement, Guiding Principles, and Goals, the Chief Executive Officer shall report back on the Task Force's recommendations for these project directives in June 2022 for Board consideration and approval.

Given the 710 Task Force's pending Vision Statement, Guiding Principles, and Goals, we, further direct that the 710 South Corridor Project shall be renamed, in consultation with the 710 Task Force and corridor stakeholders, in order to be more inclusive of the priorities and approaches that will be advanced in the future of this project, with attention to more than just the freeway, with a new name to be presented to the Board for consideration and approval in September 2022.

Given that capacity expansion freeway widening will not get support from Caltrans or the U.S. EPA, we adopt as Board policy that capacity expansion freeway widening will no longer be in the project.

(continued on next page)

(Item 9 – continued from previous page)

We, therefore, further direct the Chief Executive Officer to:

A. Develop and Implement a project Investment Plan, which:

1. Incorporates feedback from the 710 Task Force and its Working Groups and Community Leadership Committee, the Corridor Cities, and the Gateway Cities Council of Governments, and community stakeholders;
2. Aligns initiatives with funding opportunities, including:
 - a. An Early Investment Plan for a minimum of three initiatives that will apply for available State and Federal funding opportunities in Calendar Year 2022; and
 - b. A Mid- and Long-Term Investment Plan for initiatives that can reasonably apply for Federal and State funding opportunities in out years;
3. Leverages applicable Measure R and Measure M funds to maximize deliverables and Federal and State funding matches;
4. Provides a suite of major investments that can be completed no later than 2028;
5. Identifies Federal funding opportunities that can be incorporated into the Infrastructure Investment and Jobs Act "Grants Strategy and 5-Year Implementation Plan" currently under development for presentation to the Metro Board;

B. Engage the California Department of Transportation and State Transportation Agency, California Air Resources Board, California Energy Commission, and the U.S. Departments of Energy and Transportation and U.S. Environmental Protection Agency, to develop guidance around the Mid- and Long-Term Investment Plan.

C. Engage city, county, and regional partners, including the South Coast Air Quality Management District and Los Angeles Cleantech Incubator, to organize and support local initiatives as part of the project's Investment Plan; and

D. Report back in September 2022 on the development and implementation of this Investment Strategy, including the minimum of three initiatives applying for available State and Federal funding in Calendar Year 2022.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	A	Y	A	Y	Y

10. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2022-0094

APPROVED AS AMENDED the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$51,241,974 in fiscal year (FY) 2021-22 LCTOP grant funds for the Crenshaw/LAX Transit Corridor Operations Project and/or the Fareless System Initiative (FSI) Pilot;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

BUTTS AMENDMENT: Since LCTOP is eligible for Crenshaw Startup and Operations as well as the FSI Pilot Program, I would move to request a report back in August on the Operations funding outlook beyond Fiscal Year 23 and how LCTOP can help forestall the expected operations deficit specifically as it pertains to Crenshaw.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

13. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2022 THIRD QUARTER REPORT AND AUDIT CHARTER 2022-0251

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Management Audit Services FY 2022 third quarter report; and
- B. ADOPTING the Management Audit Services Audit Charter.

15. SUBJECT: FISCAL YEAR 2023 (FY23) BUDGET 2022-0243

ADOPTED AS AMENDED:

- A. the proposed FY23 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 \$8.8 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;and

(continued on next page)

(Item 15 – continued from previous page)

- 2. AUTHORIZING a total of 10,596 FTEs with 8,778 Represented FTEs and 1,818 Non-Represented FTEs; and
 - 3. AUTHORIZING an average 3.5% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 3.5% (except for SMART); and
 - 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 A; and
 - 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of fiscal year (June 30, 2022); and
 - 6. AMENDING the proposed budget by \$3.2 million, taking it from \$6.8 million to \$10.0 million for Crenshaw Northern for a technical correction; and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY23 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval; and
- C. APPROVING the addition of one new Non-Represented pay grade to alleviate the pay progression and maintain a consistent pay range from mid-point to mid-point as shown in Attachment E; and
- B. APPROVING pay grade upgrade for the Board Clerk job classification.

SOLIS AMENDMENT: With that, I would like propose an amendment to this item that directs Metro staff to explore, if feasible, utilizing that excess \$35 million for non-freeway purposes in the San Gabriel Valley. I would like staff to report back in August on if and how that funding can be used to support non-freeway projects like bus lanes or even support some partner agencies like ACE.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

16. SUBJECT: PROPOSITION C BONDS

2022-0114

ADOPTED a Resolution that authorizes the issuance and sale of up to \$67 million in aggregate principal amount of the Proposition C Sales Tax Revenue Refunding Bonds in one or more series, and the taking all other actions necessary in connection with the issuance of the refunding bonds.

(REQUIRED SEPARATE, SIMPLE MAJORITY BOARD VOTE)

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

17. SUBJECT: PS51220, ZEBGO PARTNERS, JOINT VENTURE, ZERO EMISSIONS PROGRAM MASTER PLAN

2021-0814

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 8 with ZEBGO Partners, JV, to continue technical consultant services for the Zero Emission Bus (ZEB) Program Master Plan and as needed tasks for ZE implementation support at the cost-plus fixed fee price of \$3,500,624, increasing the Contract value from \$7,139,376 to \$10,640,000 thus allowing for an 18 month period of performance extension from June 30, 2022 to January 1, 2024; and
- B. INCREASE Contract Modification Authority by \$350,062 for a total of \$3,850,687 to facilitate the as needed tasks for ZE implementation support under Modification No. 8.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	C	Y	C	A	Y	A	Y	Y

18. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

2022-0185

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$1,440,000, increasing the contract four-year base authority from \$2,795,911 to \$4,235,911.

25. SUBJECT: LINK UNION STATION PROJECT

2021-0773 18. SUBJECT

APPROVED ON CONSENT CALENDAR:

- A. The California High Speed Rail Authority Project Management Funding Agreement (PMFA) in the amount of \$423.335 million for the Link US Phase A Project and authorize the CEO to execute the Project Management Funding Agreement (PMFA) pursuant to Senate Bill 1029; and
- B. A Partial Preconstruction Phase Life of Project Budget in the amount of \$297.818 million, including \$121.382 million for the new Preconstruction Work and \$176.436 million for work previously approved by the Board since 2015.

27. SUBJECT: METRO ADVISORY BODY COMPENSATION POLICY UPDATE

2022-0090

APPROVED ON CONSENT CALENDAR:

- A. proposed amendments to the Metro Advisory Body Compensation Policy (ABC Policy); and
- B. DELEGATING authority to the CEO or their designee to amend the ABC Policy, with the exception of the advisory body tiers and respective compensation amounts, as-needed to implement the policy.

29. SUBJECT: SUBREGIONAL EQUITY PROGRAM GUIDELINES

2020-0501

APPROVED ON CONSENT CALENDAR guidelines for the use of the Subregional Equity Program funds.

30. SUBJECT: 48 BY '28: INCREASING SMALL AND DISADVANTAGED BUSINESS PARTICIPATION

2022-0101

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING and FILING the report back to Motion 43 on a 48 by 2028 Policy Objective to Increase Small and Disadvantaged Business Participation; and
- B. ADOPTING the Top 8 for 48 by '28 Plan.

34. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING

2022-0369

APPROVED ON CONSENT CALENDAR the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and
- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

35. SUBJECT: RESPONSE TO MOTION 24: POLICING ON THE METRO BUS AND RAIL TRANSIT SYSTEM

2022-0288

AUTHORIZED the Chief Executive Officer to:

- A. RECEIVE and FILE the Safety Contingency Plan for Law Enforcement; and
- B. DELEGATE authority to the Chief Executive Officer to take any and all actions necessary and appropriate to implement the contingency plan if the Los Angeles County Sheriff's Department (LASD) fails to meet its contractual obligations over the course of the next 12 months.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

36. SUBJECT: CLOSED SESSION

2022-0367

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

1. Amir Golshani v. LACMTA, Case No. 20STCV00725

AUTHORIZED settlement in the sum of \$400,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

2. Guadalupe Zamundio-Serafin v. LACTMA, Case No. 19STCV14421

AUTHORIZED settlement in the sum of \$500,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

3. Mei Wong v. LACMTA, Case No. 19STCV43291

AUTHORIZED settlement in the sum of \$4,100,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

4. Jobs To Move America v. New Flyer of America, Inc., Case No. 18STCV06276

AUTHORIZED settlement between Jobs To Move America v. New Flyer of America, Inc.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	A	Y	Y	Y	Y	A	A	Y	Y	Y	Y

B. Conference with Labor Negotiator - G.C. 54957.6

Agency Designated Representative: Robert Bonner and Cristian Leiva, or designees.

Employee Organization: SMART

No Report.

ADJOURNED AT 2:54 P.M IN MEMORY OF NORMAN MINETA.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2022-0293, **File Type:** Program

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022**

SUBJECT: MEASURE R MULTI-MODAL HIGHWAY SUBREGIONAL PROGRAMS SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING \$37,227,000 in additional programming within the capacity of the Measure R Multi-Modal Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- Arroyo Verdugo Operational Improvements
- I-405, I-110, I-105, & SR-91 Improvements (South Bay)
- I-605 Corridor “Hot-Spots” Interchange Improvements in Gateway Cities
- I-710 South Local Streets Early Action projects in Gateway Cities

B. APPROVING deobligation of \$1,850,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the other existing Board approved Measure R projects; and

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

ISSUE

The Measure R Highway Subregional Program update allows Metro staff and each lead agency or subregion to revise project priorities and amend budgets for the implementation of the Measure R Highway subregional projects. The attached updated project lists include projects which have received prior Board approval, as well as proposed changes related to schedules, scope and funding allocations for existing project 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

Lines 31, 32, 33, 35, 37, 38, 26 of the 2008 Measure R Expenditure Plan address 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 assist in the development of projects with these subfunds.

Additionally, the staff manage grants in the Arroyo Verdugo, Las Virgenes Malibu, Gateway, North Los Angeles County and South Bay subregions to fund transportation improvements that are developed and prioritized locally. Lead agencies develop the scope and type of improvements and Metro staff reviews the project for eligibility and compliance with the Board-adopted guidelines and requirements. To be eligible for funding, projects must reduce congestion, resolve operational deficiencies and improve safety, pedestrian, bicycle, and multimodal access.

As the project lead for regionally significant/multi-jurisdictional projects or grant manager to locally prioritized/developed projects, Metro staff works with the subregions and grant recipients to scope and deliver the projects. Updates on progress in the development and implementation of the subregional multimodal highway projects and programs are presented to the Board semi-annually and on an as-needed basis.

DISCUSSION

The Subregional Highway capital projects are not individually defined in the Measure R Expenditure Plan. Eligible projects are identified by project sponsors and validated/ approved by Metro staff for funding.

The changes in this update includes \$37,227,000 in additional programming for projects in the Arroyo Verdugo, South Bay and Gateway 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 approved by the Board.

Highway Operational Improvements In Arroyo Verdugo

To date, \$95,988,000 has been programmed for projects. This update includes a funding adjustment to 9 existing project and 3 new projects for the subregion.

Burbank

Program an additional \$2,000,000 for MR310.46 - Glenoaks Blvd Arterial and First St Signal Improvements. The revised project budget is \$5,200,000. The funds will be used for construction.

Reprogram \$1,000,000 for MR310.50 - I-5 Downtown Soundwall Project Orange Grove Ave to Magnolia. The funds are being reprogrammed to later fiscal years to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$1,400,000 for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$250,000 for MR310.56 - Victory Blvd/North Victory Pl and Buena Vista St Signal Sync. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$350,000 for MR310.57 - Olive Ave and Glenoaks Blvd Signal Sych. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$250,000 for MR310.58 - Downtown Burbank Signal Sync. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Reprogram \$2,000,000 for MR310.59 - Burbank LA River Bicycle Bridge at Bob Hope Drive. The funds are being reprogrammed to meet current environmental, design, right-of-way and construction time frames.

Glendale

Program an additional \$3,500,000 for MR310.25 - I-210 Soundwalls Project. The revised project budget is \$8,020,000. The funds will be used for design and construction.

Deobligate \$600,000 from MR310.36 - Signalization of SR-2 Fwy Ramps at Holly. The City is no longer pursuing this project.

Program \$3,000,000 for MR310.63 - South Central Avenue Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

Program \$4,000,000 for MR310.64 - North Glendale Avenue Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

Program \$5,000,000 for MR310.65 - North Verdugo Improvements (Signal, Ped, Transit). The funds will be used for PSE and Construction.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

To date, \$432,815,200 has been programmed for projects. This update includes a funding adjustment to 5 existing projects for the subregion.

El Segundo

Deobligate \$400,000 for MR312.27 - PCH Improvements from Imperial Highway to El Segundo Blvd. The city is no longer pursuing this project.

Hawthorne

Program an additional \$700,000 for MR312.69 - El Segundo Blvd Improvements Phase II. The

revised project budget is \$1,300,000. The funds will be used to complete design.

Program an additional \$3,000,000 for MR312.81 - 120th St Improvements - Crenshaw to Felton Ave. The revised project budget is \$3,600,000. Funds will be used for construction.

Manhattan Beach

Program \$100,000 for MR312.74 - Manhattan Beach at Peck Ave Signal Improvements. The funds will be used for construction.

Port of Los Angeles

Program an additional \$5,125,000 for MR312.32 - SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd. The revised project budget is \$46,350,000. The funds will be used for construction.

I-605 Corridor “Hot-Spots” Interchanges

This refers to a cluster of projects in the Measure R expenditure plan. Later, through a multi-corridor study, the corridors expanded to projects on SR-91 and I-405. To date, \$413,870,400 has been programmed for projects. This update includes funding adjustments for 6 existing projects for the subregion.

Gateway COG

Program an additional \$450,000 for MOU.306.03 - GCCOG Engineering Support Services. The revised project budget is \$2,000,000.

Metro

Program an additional \$500,000 for the I-605 Beverly Interchange Improvements. The revised project budget is \$27,020,900. The funds will be used for construction.

Program an additional \$760,000 for MR315.73 - I-605 Valley Blvd Interchange. The revised project budget is \$4,400,700. The funds will be used to complete the PSE and ROW phases.

Santa Fe Springs

Program an additional \$430,000 for MR315.40 - Valley View - Rosecrans Intersection Improvement: Construction. The revised project budget is \$1,254,000. The funds will be used for construction.

Whittier

Reprogram \$4,568,200 for MR315.44 - Santa Fe Springs Whittier Intersection Improvements: Construction. The funds are being reprogrammed to meet current construction time frames.

Reprogram \$7,184,500 for MR315.45 - Painter Ave - Whittier Intersection Improvements:

Construction. The funds are being reprogrammed to meet current construction time frames.

I-710 South Local Streets and Community-Benefiting Early Action Projects

To date, \$284,006,500 has been programmed for projects. This update includes funding adjustments for 6 existing projects as shown below. These funds are not spent on the freeway mainline improvements.

Gateway COG

Program an additional \$450,000 for M0U.306.03 - GCCOG Engineering Support Services. The revised project budget is \$2,000,000.

Commerce

Program \$2,230,000 for MR306.64 - Slauson Corridor Improvements. The funds will be used for PAED, PSE and Construction.

Huntington Park

Program an additional \$700,000 for MR306.53 - Slauson Ave Congestion Relief Improvements. The revised project budget is \$5,600,000. The funds will be used for construction.

Metro

Deobligate \$850,000 from I-710 ITS/Air Quality Early Action (Grant Match). The revised project budget is \$2,660,000. Funds are being deobligate and reprogrammed to MR306.05.

Program an additional \$850,000 for MR306.05 - I-710 Integrated Corridor Management (ICM) Project. The revised project budget is \$6,100,000 and is needed to complete environmental for the project.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations in this report will have no adverse impact on the safety of Metro's patrons and employees and the users of the reference transportation facilities.

FINANCIAL IMPACT

Approval of Recommendation A will not require an FY22 Budget amendment at this time. Metro staff will monitor the respective projects and adjust funding as required to meet project needs within the adopted FY22 and proposed FY23 budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY22 and FY23 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, FY22 and FY23 funds are allocated in Cost Centers 0442, 4730, 4740, Accounts 54001 (Subsidies to Others) and 50316 (Professional Services) in Projects 460312, 461312, 462312 and 463312.

For the Gateway Cities Subregion, FY22 and FY23 funding for the I-605 Corridor “Hot Spots” Projects, is allocated to Project No. 460314, Cost Centers 4720, 4730 & 0442, Account 54001 (Subsidies to Others) and account 50316 (Professional Services) in Projects 461314, 462314, 463314, 460345, 460346, 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 462316; 463316; 463416; and 463516, 463616 in Account 50316 (Professional Services) in Cost Centers 4720, 4730 and 4740 are all included in the FY22 and FY23 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 FY22 and FY23 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 each Measure R Highway Subregional Program is a multi-year program with various projects, the Project Managers, the Cost Center Manager, the Sr. Executive Officer Countywide Planning and Development - Roads & Highways and the Chief Planning Officer will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon approval of recommendations, staff will rebalance the approved FY22 and proposed FY23 budget to fund the identified priorities. Should additional funds be required for the FY23 period, staff will 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 is funding subsequent phases of Board-approved Highway Subsidy grants that are aligned with the Measure R Board approved guidelines. Additionally, Roads and Highways staff have provided technical assistance to Equity Focus Communities (EFCs) in various subregions such as Carson, Lynwood, Whittier and Compton. 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.

This update mainly covers existing Board-approved projects except for three new projects. Two of

these new projects in Glendale border EFCs and are evaluating transportation improvement opportunities through the consideration of multi-modal transit and pedestrian components within the project scope. The projects are city-led via funding agreements.

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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed projects are consistent with 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.

Goal 4: Transform LA County through regional collaboration by partnering with the various subregions to identify needed improvements.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the revised project lists and funding allocations. However, this option is not recommended as it will delay the development of the needed improvements.

NEXT STEPS

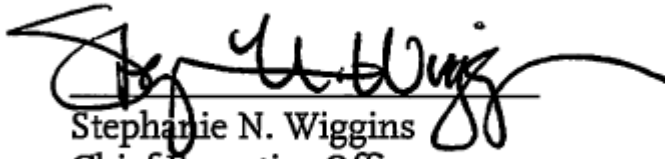
Metro Roads & Highways staff will continue to work with the subregions to identify and deliver projects. As work progresses, updates will be provided to the Board on a semi-annual and as-needed basis.

ATTACHMENTS

Attachment A - Projects Receiving Measure R funds

Prepared by: Isidro Panuco, Sr. Manager Transportation Planning, (213) 418-3208
Ernesto Chaves, Sr. Executive Officer (Interim), (213) 418-3142

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects				HIGHWAY OPS IMP GRAND TOTAL							
<i>(Dollars in Thousands)</i>					1,669,801	37,227	1,704,798	1,389,189	141,397	144,580	5,042
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25	
Arroyo Verdugo Operational Improvements				95,988.4	16,900.0	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0	
Burbank	MR310.06	San Fernando Blvd. / Burbank Blvd. Intersection		2,325.0	0.0	2,325.0	2,325.0				
Burbank	MR310.07	Widen Magnolia Blvd / I-5 Bridge for center-turn lane		3,967.0	0.0	3,967.0	3,967.0				
Burbank	MR310.08	I-5 Corridor Arterial Signal Improvements (Completed)		2,600.0	0.0	2,600.0	2,600.0				
Burbank	MR310.09	SR-134 Corridor Arterial Signal Improvements (Completed)		2,975.0	0.0	2,975.0	2,975.0				
Burbank	MR310.10	Widen Olive Ave / I-5 Bridge for center-turn lane		3,897.0	0.0	3,897.0	3897				
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	3,600.0				
Burbank	MR310.23	Chandler Bikeway Extension (call match) F7506		659.8	0.0	659.8	659.8				
Burbank	MR310.31	SR-134 Corridor Arterial Signal Improvements - Phase 2		2,000.0	0.0	2,000.0	2,000.0				
Burbank	MR310.33	Media District Traffic Signal Improvments		1,400.0	0.0	1,400.0	1,400.0				
Burbank	MR310.38	I-5 Corridor Arterial Signal Improvements - Phase 2		1,150.0	0.0	1,150.0	1,150.0				
Burbank	MR310.46	Glenoaks Blvd Arterial and First St Signal Improvements	CHG	3,200.0	2,000.0	5,200.0	3,200.0	2,000.0			
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia	REP	1,000.0	0.0	1,000.0		1,000.0			
Burbank	MR310.51	Alameda Ave Signal Synchronization Glenoaks Blvd to Riverside Dr.		250.0	0.0	250.0	250.0				
Burbank	MR310.55	I-5 Corridor Arterial Signal Improvements - Phase 3	REP	1,400.0	0.0	1,400.0		200.0	1,200.0		
Burbank	MR310.56	Victory Blvd/N Victory Pl and Buena Vista St Signal Sync	REP	250.0	0.0	250.0		250.0			
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization	REP	350.0	0.0	350.0			350.0		
Burbank	MR310.58	Downtown Burbank Signal Synchronization	REP	250.0	0.0	250.0				250.0	
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive	REP	2,000.0	0.0	2,000.0		300.0	1,700.0		
TOTAL BURBANK				33,273.8	2,000.0	35,273.8	28,023.8	3,750.0	3,250.0	0.0	

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.01	Fairmont Ave. Grade Separation at San Fernando Rd. (Construction) (Completed)		1,658.7	0.0	1,658.7	1,658.7			
Glendale	MR310.02	Fairmont Ave. Grade Sep. at San Fernando -- Design (FA canceled and funds previously moved to MR310.01)		0.0	0.0	0.0	0.0			
Glendale	MR310.04	San Fernando/Grandview At-Grade Rail Crossing Imp. (Completed)		1,850.0	0.0	1,850.0	1,850.0			
Glendale	MR310.05	Central Ave Improvements / Broadway to SR-134 EB Offramp (Completed)		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 (Completed)		557.0	0.0	557.0	557.0			
Glendale	MR310.16	SR-134 / Glendale Ave. Interchange Modification (Completed)		1,585.5	0.0	1,585.5	1,585.5			
Glendale	MR310.17	Ocean View Blvd. Traffic Signals Installation and Modification (Completed)		1,000.0	0.0	1,000.0	1,000.0			
Glendale	MR310.18	Sonora Avenue At-Grade Rail Crossing Safety Upgrade (Completed)		2,700.0	0.0	2,700.0	2,700.0			
Glendale	MR310.19	Traffic Signal Sync Brand / Colorado-San Fernando / Glendale-Verdugo (Completed)		340.9	0.0	340.9	340.9			
Glendale	MR310.20	Verdugo Rd / Honolulu Ave / Verdugo Blvd Intersection Modification (Completed)		397.3	0.0	397.3	397.3			
Glendale	MR310.21	Colorado St. Widening between Brand Blvd. and East of Brand Blvd. (Completed)		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	4,520.0	3,500.0	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			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Glendale	MR310.35	Signal Installations at Various Locations (Completed)		1,500.0	0.0	1,500.0	1,500.0			
Glendale	MR310.36	Signalizations of SR-2 Fwy Ramps @ Holly	DEOB	600.0	(600.0)	0.0				
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 (Completed)		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.) (Completed)		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 Synchronization Project		2,500.0	0.0	2,500.0	2,500.0			
Glendale	MR310.63	South Central Avenue Improvements (Signal, Ped, Transit)	ADD	0.0	3,000.0	3,000.0	0.0	300.0	2,700.0	
Glendale	MR310.64	North Glendale Avenue Improvements (Signal, Ped, Transit)	ADD	0.0	4,000.0	4,000.0	0.0	400.0	3,600.0	
Glendale	MR310.65	North Verdugo Road Improvements (Signal, Ped, Transit)	ADD	0.0	5,000.0	5,000.0	0.0	500.0	4,500.0	
		TOTAL GLENDALE		48,870.6	14,900.0	63,770.6	47,220.6	4,250.0	12,300.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
La Canada Flintridge	MR310.03	Soundwalls on Interstate I-210 (Completed)		4,588.0	0.0	4,588.0	4,588.0			
La Canada Flintridge	MR310.45	Soundwalls on Interstate I-210 in La Canada-Flintridge (phase 2)		1,800.0	0.0	1,800.0	1,800.0			
La Canada Flintridge	MR310.53	Soundwall on I-210 (Phase 3)		3,712.0	0.0	3,712.0	3,712.0			
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	10,100.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	335.0	225.0	1,242.0	1,242.0
Metro/Caltrans	MR310.29	NBSSR on I-210 frm Pennsylvania Ave. to West of SR-2		700.0	0.0	700.0	700.0			
		TOTAL METRO		700.0	0.0	700.0	700.0	0.0	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		95,988.4	16,900.0	112,888.4	86,379.4	8,225.0	16,792.0	1,242.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Las Virgenes/Malibu Operational Improvements				158,026.0	0.0	158,026.0	157,761.0	290.0	0.0	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 Completed)		243.7	0.0	243.7	243.7			
Westlake Village	MR311.10	Rte 101/ Lindero Cyn. Rd. Interchange Improvements, Phase 3B,4B Construction (Completed)		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 (Completed)		4,943.6	0.0	4,943.6	4,943.6			
TOTAL WESTLAKE VILLAGE				18,551.0	0.0	18,551.0	18,551.0	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	1,750.0			
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			
TOTAL AGOURA HILLS				50,225.0	0.0	50,225.0	50,250.0	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 (Completed)		4,389.8	0.0	4,389.8	4,389.8			
Calabasas	MR311.08	Las Virgenes Scenic Corridor Widening (Completed)		5,746.2	0.0	5,746.2	5,746.2			
Calabasas	MR311.09	Parkway Calabasas/US 101 SB Offramp (Completed)		214.0	0.0	214.0	214.0			
Calabasas	MR311.20	Off-Ramp for US 101 at Las Virgenes Road (Cancelled)		0.0	0.0	0.0	0.0			
Calabasas	MR311.33	Park and Ride Lot on or about 23577 Calabasas Road (near Route 101) (Completed)		3,700.0	0.0	3,700.0	3,700.0			
TOTAL CALABASAS				49,550.0	0.0	49,550.0	49,550.0	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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 Corral Canyon Road		6,950.0	0.0	6,950.0	6,950.0			
Malibu	MR311.27	PCH Intersections Improvements		1,000.0	0.0	1,000.0	710.0	290.0		
Malibu	MR311.28	Kanan Dume Road Arrestor Bed Improvements and Intersection with PCH Construction (Completed)		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 (Completed)		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			
		TOTAL MALIBU		34,000.0	0.0	34,000.0	33,710.0	290.0	0.0	0.0
Hidden Hills	MR311.34	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements		5,700.0	0.0	5,700.0	5,700.0			
		TOTAL HIDDEN HILLS		5,700.0	0.0	5,700.0	5,700.0	0.0	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		158,026.0	0.0	158,026.0	157,761.0	290.0	0.0	0.0

ATTACHMENT A

Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				432,815.2	8,525.0	441,340.3	337,343.9	43,426.3	60,570.0	0.0
SBCCOG	MR312.01	South Bay Cities COG Program Development & Oversight and Program Administration (Project Development Budget Included)		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
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections (Completed)		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 (Completed)		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 (Completed)		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		1,000.0	0.0	1,000.0	1,000.0			
Caltrans	MR312.77	I-405 IQA Review for PSR (El Segundo to Artesia Blvd) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.78	I-405 IQA Review for PSR (Main St to Wilmington) (Completed)		150.0	0.0	150.0	150.0			
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets		8,400.0	0.0	8,400.0	4,400.0	4,000.0		
Caltrans	MR312.86	I-105 Integrated Corridor Management (IQA)		150.0	0.0	150.0	150.0			
		TOTAL CALTRANS		118,727.0	(0.0)	118,727.0	97,727.0	15,000.0	6,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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 (Completed)		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
El Segundo	MR312.22	Maple Ave Improvements from Sepulveda Blvd to Parkview Ave. (Completed)		2,500.0	0.0	2,500.0	2,500.0			
El Segundo	MR312.27	PCH Improvements from Imperial Highway to El Segundo Boulevard	DEOB	400.0	(400.0)	0.0				
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		8,250.0	(400.0)	7,850.0	6,650.0	1,200.0	0.0	0.0
Gardena	MR312.02	Traffic Signal Reconstruction on Vermont at Redondo Beach Blvd and at Rosecrans Ave.		1,500.0	0.0	1,500.0	1,500.0			
Gardena	MR312.09	Artesia Blvd Arterial Improvements from Western Ave to Vermont Ave		2,523.0	0.0	2,523.0	2,523.0			
Gardena	MR312.17	Rosecrans Ave Improvements from Vermont Ave to Crenshaw Blvd (Completed)		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) (Completed)		393.0	0.0	393.0	393.0			
Gardena	MR312.21	Vermont Ave Improvements from Rosecrans Ave to 182nd Street (Completed)		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	0.0	11,617.3	11,617.3	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Hawthorne	MR312.03	Rosecrans Ave Widening from I-405 SB off ramp to Isis Ave (Completed)		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) (Completed)		3,600.0	0.0	3,600.0	3,600.0			
Hawthorne	MR312.44	Hawthorne Blvd Improvements from El Segundo Blvd to Rosecrans Ave (Completed)		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 Pocket Road; on Crenshaw at Jack Northey; and on 120th St		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			
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II	CHG	600.0	700.0	1,300.0	600.0	700.0		
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave	CHG	600.0	3,000.0	3,600.0	600.0	2,000.0	1,000.0	
		TOTAL HAWTHORNE		29,283.0	3,700.0	32,983.0	29,283.0	2,700.0	1,000.0	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
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 (Completed)		205.0	0.0	205.0	205.0			
Inglewood	MR312.71	La Cienega Blvd Synchronization Project (Completed)		80.0	0.0	80.0	80.0			
Inglewood	MR312.72	Arbor Vitae Synchronization Project (Completed)		130.0	0.0	130.0	130.0			
Inglewood	MR312.73	Florence Ave Synchronization Project (Completed)		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

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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
LA County	MR312.16	Del Amo Blvd improvements from Western Ave to Vermont Ave (Completed)		307.0	0.0	307.0	307.0			
LA County	MR312.52	ITS: Improvements on South Bay Arterials (Call Match) F7310		1,021.0	0.0	1,021.0	1,021.0			
LA County	MR312.64	South Bay Arterial System Detection Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	3,328.0	0.0	0.0	0.0
Lawndale	MR312.15	Inglewood Ave Widening from 156th Street to I-405 Southbound on-ramp (Completed)		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 (Completed)		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
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
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (Completed)		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			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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	Seavereda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		2,046.0	0.0	2,046.0	2,046.0			
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	ADD	0.0	100.0	100.0	0.0	100.0		
		TOTAL MANHATTAN BEACH		13,892.5	100.0	13,992.5	13,892.5	100.0	0.0	0.0
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		17,400.0	0.0	17,400.0	17,400.0			
Metro	30000020337-3 4040-2640-01-10	South Bay Arterial Baseline Conditions Analysis (Completed)		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	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)		14,000.0	0.0	14,000.0	1,800.0	3,000.0	9,200.0	
		TOTAL METRO		70,381.0	0.0	70,381.0	40,931.0	5,400.0	24,050.0	0.0
Rancho Palos Verdes	MR312.39	Western Ave. (SR-213) from Palos Verdes Drive North to 25th street -- PSR		90.0	0.0	90.0	90.0			
		TOTAL RANCHO PALOS VERDES		90.0	0.0	90.0	90.0	0.0	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	CHG	41,225.0	5,125.0	46,350.0	10,830.0	10,000.0	25,520.0	
		PORT OF LOS ANGELES		41,225.0	5,125.0	46,350.0	10,830.0	10,000.0	25,520.0	0.0
Redondo Beach	MR312.06	Pacific Coast Highway improvements from Anita Street to Palos Verdes Blvd		1,400.0	0.0	1,400.0	1,400.0			
Redondo Beach	MR312.07	Pacific Coast Highway at Torrance Blvd intersection improvements (Northbound right turn lane) (Completed)		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) (Completed)		389.0	0.0	389.0	389.0			
Redondo Beach	MR312.13	Aviation Blvd at Artesia Blvd intersection improvements (Completed) (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) (Completed)		30.0	0.0	30.0	30.0			
Redondo Beach	MR312.20	Aviation Blvd at Artesia Blvd intersection improvements (Northbound right turn lane)		1,907.0	0.0	1,907.0	1,907.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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		992.0	0.0	992.0	992.0			
		TOTAL REDONDO BEACH		13,251.0	0.0	13,251.0	13,251.0	0.0	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 (Completed) (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 (Completed)		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
		TOTAL SOUTH BAY		432,815.2	8,525.0	441,340.3	337,343.9	43,426.3	60,570.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				413,870.4	2,140.0	416,010.4	271,811.8	73,180.8	67,217.7	3,800.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	CHG	1,550.0	450.0	2,000.0	1,550.0	450.0		
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0			
TOTAL GCCOG				1,650.0	450.0	2,100.0	1,650.0	450.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)		342.2	0.0	342.2	342.2			
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)		365.4	0.0	365.4	365.4			
Metro	AE5204200	Professional Services for 605/60 PA/ED (CIP)		38,899.0	0.0	38,899.0	38,899.0			
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED (CIP)		28,724.0	0.0	28,724.0	28,724.0			
Metro	AE322940011372	710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0			
Metro	AE38849000	I-605 off-ramp at South Street Improvements Project (PR & PS&E)		4,452.3	0.0	4,452.3	4,452.3			
Metro	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	15,000.0	5,000.0		
Metro	AE39064000	I-605 Beverly Interchange Improvements (PR/PSE/ROW/CON)	CHG	26,520.9	500.0	27,020.9	3,400.9	4,820.0	15,000.0	3,800.0
Metro	AE476110012334	Professional Services for WB SR-91 Improvements PA/ED (Completed)		7,763.0	0.0	7,763.0	7,763.0			
Metro	PS4603-2582	Professional Services for I-605 Feasibility Study (Completed)		6,170.0	0.0	6,170.0	6,170.0			
Metro	MR315.75	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E/ROW/CON) AE53025001		47,051.0	0.0	47,051.0	8,250.0	18,801.0	20,000.0	
Metro	MR315.76	SR-91 Central to Acacia Improvements (PAED/PSE/ROW) AE57645000		22,006.0	0.0	22,006.0	7,006.0	9,000.0	6,000.0	
Metro	TBD	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development (Gateway Cities, SCE, L.A. County)		300.0	0.0	300.0	300.0			
Metro	MR315.63	SR-60 at 7th St Interch (PAED, PSE, ROW)		2,250.0	0.0	2,250.0	2,250.0			
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)	CHG	3,640.7	760.0	4,400.7	3,640.7	760.0		
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)		3,848.5	0.0	3,848.5	3,848.5			
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)		57,505.0	0.0	57,505.0	12,875.0	22,315.0	22,315.0	

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Metro	PS4603-2582	Professional Services for PSR/PDS: I-5/I-605 and I-605/SR-91 (Completed)		3,121.0	0.0	3,121.0	3,121.0			
Metro	PS47203004	Professional Services for the Gateway Cities Strategic Transportation Plan (Completed)		10,429.5	(0.0)	10,429.5	10,429.5			
Metro	PS4720-3250	Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements (Completed)		572.7	0.0	572.7	572.7			
Metro	PS4720-3251	Cities of Cerritos, La Mirada, and Santa Fe Springs: PAED for Valley View/Rosecrans, Valley View/Alondra, Carmenita/South, and Bloomfield/Artesia Intersection Improvements (Completed)		560.7	0.0	560.7	560.7			
Metro	PS4720-3252	I-605 Arterial Hot Spots in the City of Whittier: PAED for Santa Fe Springs/ Whittier, Painter/Whittier, & Colima Whittier Intersection Improvements (Completed)		680.0	0.0	680.0	680.0			
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		200.0	0.0	200.0	200.0			
Metro	PS4720-3235	Professional Services for 605/60 PSR/PDS (Completed)		3,040.0	0.0	3,040.0	3,040.0			
		TOTAL METRO		290,781.9	1,260.0	292,041.9	164,230.9	60,696.0	63,315.0	3,800.0
Caltrans	MR315.08	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-91 PA/ED		776.3	0.0	776.3	776.3			
Caltrans	MR315.29	I-605 Corridor "Hot Spots" Interchanges Program Development, I-710/SR-91 PSR-PDS		234.0	0.0	234.0	234.0			
Caltrans	MR315.24	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/I-5 PA/ED		2,069.8	0.0	2,069.8	2,069.8			
Caltrans	MR315.28	I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PSR-PDS (Completed)		260.0	0.0	260.0	260.0			
Caltrans	MR315.30	I-605 Beverly Interchange (Env. Doc.) (Completed)		500.0	0.0	500.0	500.0			
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.) (Completed)		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

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Artesia	MR315.25	Pioneer Blvd at Arkansas St Intersection Imp		625.0	0.0	625.0	625.0			
		TOTAL ARTESIA		625.0	0.0	625.0	625.0	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		1,002.0	0.0	1,002.0	1,002.0			
		TOTAL BELLFLOWER		9,444.8	0.0	9,444.8	9,444.8	0.0	0.0	0.0
Cerritos	MR315.38	Carmenita - South Intersection Improvements, Construction		414.2	0.0	414.2	414.2			
Cerritos	MR315.39	Bloomfield - Artesia Intersection Improvements, ROW & Construction		1,544.2	0.0	1,544.2	1,544.2			
		TOTAL CERRITOS		1,958.4	0.0	1,958.4	1,958.4	0.0	0.0	0.0
Downey	MR315.03	Lakewood - Telegraph Intersection Improvements (Completed)		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 (Completed)		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 Improvm.		1,300.0	0.0	1,300.0	1,300.0			
		TOTAL DOWNEY		15,145.4	0.0	15,145.4	15,145.4	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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	MR315.07	Painter - Mulberry Intersection Improvements		4,410.0	0.0	4,410.0	3,210.0	1,200.0		
LA County	MR315.11	Valley View - Imperial Intersection Improvements		1,640.0	0.0	1,640.0	1,640.0			
LA County	MR315.15	Norwalk-Whittier Intersection Improvements		2,830.0	0.0	2,830.0	2,830.0			
LA County	MR315.22	Norwalk-Washington Intersection Improvements (Completed)		550.0	0.0	550.0	550.0			
LA County	MR315.23	Carmenita - Telegraph Intersection Improvements		3,200.0	0.0	3,200.0	2,300.0	900.0		
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	800.0			
		TOTAL LA COUNTY		14,130.0	0.0	14,130.0	12,030.0	2,100.0	0.0	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements		0.0	0.0	0.0	0.0			
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		6,004.3	0.0	6,004.3	6,004.3			
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement		3,900.0	0.0	3,900.0	3,900.0			
		TOTAL LAKEWOOD		9,904.3	0.0	9,904.3	9,904.3	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street		4,469.0	0.0	4,469.0	3,169.0	1,300.0		
Long Beach	MR315.61	Lakewood - Spring Intersection Improvements, PSE and Construction		454.3	0.0	454.3	454.3			
Long Beach	MR315.62	Bellflower - Spring Intersection Improvements, PSE and Construction		492.8	0.0	492.8	492.8			
Long Beach	MR315.67	2015 CFP - Artesia Complete Blvd (Call Match) F9130		900.0	0.0	900.0	900.0			
Long Beach	MR315.68	2015 CFP - Atherton Bridge & Campus Connection (Call Match) F9532		0.0	0.0	0.0	0.0			
Long Beach	MR315.69	Park or Ride (Call Match) F9808		212.6	(0.0)	212.6	212.6			
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0			
		TOTAL LONG BEACH		7,978.7	(0.0)	7,978.7	6,678.7	1,300.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Norwalk	MR315.06	Studebaker - Rosecrans Intersection Improvements		1,670.0	0.0	1,670.0	1,670.0			
Norwalk	MR315.10	Bloomfield - Imperial Intersection Improvements		920.0	0.0	920.0	920.0			
Norwalk	MR315.17	Pioneer - Imperial Intersection Improvements		1,509.0	0.0	1,509.0	1,154.2	354.8		
Norwalk	MR315.26	Studebaker - Alondra Intersection Improvements		480.0	0.0	480.0	480.0			
Norwalk	MR315.43	Imperial Highway ITS Project, from San Gabriel River to Shoemaker Rd. (PAED, PS&E, CON)		3,380.4	0.0	3,380.4	3,380.4			
Norwalk	MR315.71	Firestone Blvd Widening Project		2,000.0	0.0	2,000.0	2,000.0			
		TOTAL NORWALK		9,959.4	0.0	9,959.4	9,604.6	354.8	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments		4,600.0	0.0	4,600.0	4,600.0			
		TOTAL PARAMOUNT		4,600.0	0.0	4,600.0	4,600.0	0.0	0.0	0.0
Pico Rivera	MR315.05	Rosemead - Beverly Intersection Improvements		13,479.0	0.0	13,479.0	13,479.0			
Pico Rivera	MR315.09	Rosemead - Whittier Intersection Improvements		1,821.5	0.0	1,821.5	1,821.5			
Pico Rivera	MR315.19	Rosemead - Slauson Intersection Improvements		2,901.0	0.0	2,901.0	2,901.0			
Pico Rivera	MR315.21	Rosemead - Washington Intersection Improvements		53.0	0.0	53.0	53.0			
		TOTAL PICO RIVERA		18,254.5	0.0	18,254.5	18,254.5	0.0	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction	CHG	824.0	430.0	1,254.0	824.0	430.0		
Santa Fe Springs	MR315.41	Valley View - Alondra Intersection Improvements, ROW & Construction		2,667.0	0.0	2,667.0	2,667.0			
Santa Fe Springs	MR315.42	Florence Avenue Widening Project, from Orr & Day to Pioneer Blvd (PAED, PSE, ROW)		3,800.0	0.0	3,800.0	3,800.0			
		TOTAL SANTA FE SPRINGS		7,291.0	430.0	7,721.0	7,291.0	430.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: Construction	REP	4,568.2	0.0	4,568.2		2,100.0	2,468.2	
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: Construction	REP	7,184.5	0.0	7,184.5		5,750.0	1,434.5	
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1			
		TOTAL WHITTIER		14,096.8	0.0	14,096.8	2,344.1	7,850.0	3,902.7	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		413,870.4	2,140.0	416,010.4	271,811.8	73,180.8	67,217.7	3,800.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				284,006.5	9,662.0	291,438.5	267,982.5	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services	CHG	1,550.0	450.0	2,000.0	1,550.0	450.0		
		TOTAL GCCOG		1,550.0	450.0	2,000.0	1,550.0	450.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1 (PSE & ROW) (Completed)		2,161.9	0.0	2,161.9	2,161.9			
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	DEOB	3,510.0	(850.0)	2,660.0	2,660.0			
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 (Completed)		600.0	0.0	600.0	600.0			
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS & Taskforce	CHG	40,495.9	6,282.0	46,777.9	40,495.9	6,282.0		
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 (Completed)		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)		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	5,250.0	850.0	6,100.0	4,000.0	2,100.0		
Metro	MR306.61	Rosecrans Ave/Atlantic Ave & Artesia Blvd/Santa Fe Intersection Improvements		329.5	0.0	329.5	329.5			
Metro	MR306.62	Willow St Corridor -- Walnut Ave to Cherry Ave Congestion Relief Project		1,312.1	0.0	1,312.1	700.1	612.0		
		TOTAL METRO		149,613.5	6,282.0	155,895.5	145,301.5	10,594.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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
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
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
Caltrans	MR306.24	Reconfiguration of Firestone Blvd On-Ramp to I-710 S/B Freeway		1,450.0	0.0	1,450.0	1,450.0			
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		5,200.0	0.0	5,200.0	5,200.0	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
Bell	MR306.07	Staff Support for the Review of the Draft I-710 South EIR/EIS		136.0	0.0	136.0	136.0			
Bell	MR306.37	Eastern at Bandini Rickenbacker Project (Call Match) F9200		178.6	(0.0)	178.6	178.6			
Bell	MR306.44	Gage Ave Bridge Replacement Project		66.8	0.0	66.8	66.8			
		TOTAL BELL		381.4	0.0	381.4	381.4	0.0	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Bell Gardens	MR306.08	Staff Support for the Review of the Draft I-710 South EIR/EIS		152.3	0.0	152.3	152.3			
Bell Gardens	MR306.30	Florence Ave/Eastern Ave Intersection Widening (<i>Call Match</i>) F7120		1,184.7	0.0	1,184.7	1,184.7			
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (<i>Call Match</i>) F9111		283.4	(0.0)	283.4	283.4			
Bell Gardens	MR306.52	Garfield Ave & Eastern Ave Intersection Improvements		4,635.0	0.0	4,635.0	4,635.0			
		TOTAL BELL GARDENS		6,255.4	(0.0)	6,255.4	6,255.4	0.0	0.0	0.0
Commerce	MR306.09	Staff Support for the Review of the Draft I-710 South EIR/EIS		75.0	0.0	75.0	75.0			
Commerce	MR306.23	Washington Blvd Widening and Reconstruction Project (Completed)		13,500.0	0.0	13,500.0	13,500.0			
Commerce	MR306.45	Atlantic Blvd. Improvements Project		1,500.0	0.0	1,500.0	1,500.0			
Commerce	MR306.64	Slauson Corridor Improvements	ADD	0.0	2,230.0	2,230.0	0.0	2,230.0		
		TOTAL COMMERCE		15,075.0	2,230.0	15,075.0	15,075.0	2,230.0	0.0	0.0
Compton	MR306.10	Staff Support for the Review of the Draft I-710 South EIR/EIS		35.3	0.0	35.3	35.3			
		TOTAL COMPTON		35.3	0.0	35.3	35.3	0.0	0.0	0.0
Downey	MR306.18	Staff Support for the Review of the Draft I-710 South EIR/EIS		120.0	0.0	120.0	120.0			
Downey	MR306.20	Paramount Blvd/Firestone Intersection Improvements (Complete)		3,069.0	0.0	3,069.0	3,069.0			
Downey	MR306.31	Lakewood Blvd Improvement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
Downey	MR306.42	Firestone Blvd Improvement Project (Old River Rd. to West City Limits)		323.0	0.0	323.0	323.0			
Downey	MR306.49	Paramount Blvd at Imperial Highway Intersection Improvement Project		3,185.0	0.0	3,185.0	3,185.0			
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	12,697.0	0.0	0.0	0.0
Huntington Park	MR306.36	Staff Support for the Review of the Draft I-710 South EIR/EIS		15.0	0.0	15.0	15.0			
Huntington Park	MR306.53	Slauson Ave Congestion Relief Improvements	CHG	4,900.0	700.0	5,600.0	1,500.0	2,500.0	1,600.0	
		TOTAL HUNTINGTON PARK		4,915.0	700.0	5,615.0	1,515.0	2,500.0	1,600.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
Long Beach	MR306.11	Staff Support for the Review of the Draft I-710 South EIR/EIS		146.0	0.0	146.0	146.0			
Long Beach	MR306.19	Shoemaker Bridge Replacement Project		23,900.0	0.0	23,900.0	23,900.0			
Long Beach	MR306.22	Atlantic Ave/Willow St Intersection Improvements (Completed)		300.0	0.0	300.0	300.0			
Long Beach	MR306.60	Shoreline Drive Realignment Project		4,700.0	0.0	4,700.0	4,700.0			
Long Beach	MR315.70	Artesia Boulevard Improvements		9,877.0	0.0	9,877.0	765.0	4,112.0	5,000.0	
		TOTAL LONG BEACH		38,923.0	0.0	38,923.0	29,811.0	4,112.0	5,000.0	0.0
Lynwood	MR306.46	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0			
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	0.0
Maywood	MR306.12	Staff Support for the Review of the Draft I-710 South EIR/EIS		65.0	0.0	65.0	65.0			
Maywood	MR306.56	Slauson Ave and Atlantic Congestion Relief Improvements		445.0	0.0	445.0	445.0			
		TOTAL MAYWOOD		510.0	0.0	510.0	510.0	0.0	0.0	0.0
Paramount	MR306.13	Staff Support for the Review of the Draft I-710 South EIR/EIS		130.0	0.0	130.0	130.0			
Paramount	MR306.32	Garfield Ave Improvements		2,825.0	0.0	2,825.0	2,825.0			
Paramount	MR306.06	Rosecrans Bridge Retrofit Project		800.0	0.0	800.0	1,600.0			
		TOTAL PARAMOUNT		3,755.0	0.0	3,755.0	4,555.0	0.0	0.0	0.0
POLB	MR306.55	Pier B Street Freight Corridor Reconstructon		10,000.0	0.0	10,000.0	10,000.0			
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0			

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
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	MR306.33	Firestone Blvd Regional Corridor Capacity Enhancement Project (Completed)		6,000.0	0.0	6,000.0	6,000.0			
South Gate	MR306.50	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		340.0	0.0	340.0	340.0			
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	29,640.7	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
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		284,006.5	9,662.0	291,438.5	267,982.5	19,886.0	6,600.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	196,815.1	2,274.9	0.0	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/ Caltrans	MR330.12	SR 138 Segment 6 Construction		5,600.0	0.0	5,600.0	5,600.0			
		TOTAL METRO		25,000.0	0.0	25,000.0	25,000.0	0.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		20,340.0	0.0	20,340.0	19,430.0			
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		21,274.9	0.0	21,274.9	19,000.0	2,274.9		
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		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL LANCASTER		65,000.0	0.0	65,000.0	61,815.1	2,274.9	0.0	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		25,000.0	0.0	25,000.0	25,000.0			
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		20,000.0	0.0	20,000.0	20,000.0			
		TOTAL PALMDALE		110,000.0	0.0	110,000.0	110,000.0	0.0	0.0	0.0
TOTAL SR-138 CAPACITY ENH				200,000.0		200,000.0	196,815.1	2,274.9	0.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY23	FY24	FY25
North County: I-5/SR-14 HOV SURPLUS				85,094.9		85,094.9	71,094.9	14,000.0	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange		9,297.5	0.0	9,297.5	9,297.5			
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	18,743.7	3,000.0	0.0	0.0
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	0.0
Palmdale	MR330.08	SR-138 Palmdale Blvd SB 14 Ramps		1,186.2	0.0	1,186.2	1,186.2			
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	13,786.2	0.0	0.0	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
TOTAL I-5/SR-14 CAPACITY ENH				85,094.9		85,094.9	71,094.9	14,000.0	0.0	0.0



Board Report

File #: 2022-0339, **File Type:** Program

Agenda Number: 6.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - GATEWAY
CITIES SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING an additional \$21,011,308 within the capacity of Measure M Multi-Year Subregional Program (MSP) - I-605 Corridor “Hot Spot” Interchange Improvements Multi-Modal Program; as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames; and
- C. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet revised project schedule, and
- D. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Gateway Cities Subregion and implementing agencies to revise the scope of work, schedule, and amend project budget.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s

approval is required to update the project lists (Attachments A), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In November 2019, the Metro Board of Directors approved Gateway Cities Subregion's first MSP Five-Year Plan and programmed funds in the I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61). The I-605 Corridor "Hot Spot" Interchange Improvements Program is one of the MSPs and independent from the I-605 Corridor Improvement Project.

DISCUSSION

Metro staff continued working closely with the Gateway Cities Council of Governments (GCCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and project schedule changes for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the GCCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include the programming of four new projects and funding adjustments for two previously approved projects, as follows:

I-605 Corridor "Hot Spot" Interchange Improvements Program (Expenditure Line 61)

Bellflower

- Program an additional \$57,041 in FY 2022-23 for MM5509.01 - Lakewood Blvd Arterial Improvement Project. The funds will be used to complete Plans Specification and Estimates (PS&E) and construction phases of the project.
- Program \$850,000 in FYs 2022-23 and FY 2023-24 for MM5509.08 - Foster Road Traffic Signal Upgrades Project. The funds will be used for PS&E and construction phases of the project.

Long Beach

- Program \$13,668,000 in FYs 2021-22, 2022-23 and 2023-24 for MM5509.09 - Artesia "Great" Street Project. The funds will be used for PS&E and construction phases of the project. This

project also received funds from the Call for Projects and Measure R Highway funds.

Norwalk

- Reprogram \$13,284,900 as follows: \$3,284,900 in FY 2022-23, \$5,000,000 in FY 2023-24 and \$5,000,000 in FY 2024-25 for MM5509.06 - Firestone Blvd Widening Project, Phase I. The funds will be used for environmental, PS&E and construction phases of the project.

Pico Rivera

- Program \$2,697,000 in FYs 2022-23 and FY 2023-24 for MM4302.01 - Pico Rivera Regional Bikeway Project. The funds will be used for PS&E and construction phases of the project.
- Program \$3,739,267 in FYs 2023-24 and FY 2024-25 for MM5509.10 - Washington Blvd. Bridget Reconstruction Project. The funds will be used for PS&E and construction phases of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Gateway Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$500,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the I-605 Corridor "Hot Spot" Interchange Improvements Program (Project 475509). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 (Subsidies to Others) and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 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 Gateway Cities Subregion consists of 27 cities and unincorporated communities in Los Angeles County. Equity Focus Communities (EFCs) are concentrated in Bell, Bellflower, Bell Gardens, Commerce, Compton, Cudahy, Downey, Hawaiian Gardens, Huntington Park, Industry, La Mirada, Lakewood, Long Beach, Lynwood, Maywood, Montebello, Norwalk, Paramount, Pico Rivera, Santa Fe Springs, South Gate, Vernon, and Whittier. The report seeks board approval to fund eligible Measure M MSP projects. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. Cities lead and prioritize all proposed transportation

improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency independently and in coordination with the subregion 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.

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 of funds for the Measure M MSP projects for the Gateway Cities Subregion. This is not recommended as the subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and Administrative Procedures.

NEXT STEPS

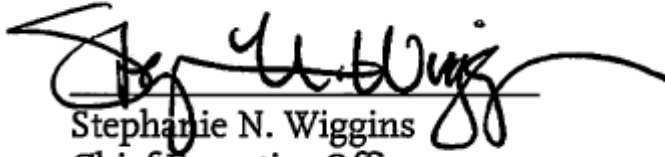
Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - I-605 Corridor “Hot Spot” Interchange Improvements Program Projects

Prepared by: Fanny Pan, Deputy Executive Officer, (213) 547-4312
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

**Gateway Cities Subregion
Measure M Multi-Year Subregional Plan - I-605 Corridor "Hot Spot" Interchange Improvement (Expenditure Line 61)**

Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2019-20	FY2020-21	FY2021-22	FY2022-23	FY2023-24	FY2024-25
1 Bellflower	MM5509.01	Lakewood Blvd Arterial Improvement Project	PS&E Construction	chg	\$ 1,450,000	\$ 57,041	\$ 1,507,041		\$ 217,500	\$ 1,232,500	\$ 57,041		
2 Bellflower	MM5509.08	Foster Road Traffic Signal Upgrades	PS&E Construction	new		850,000	850,000				100,000	750,000	
3 Cerritos	MM5509.02	Del Amo Blvd Bridge Replacement & Traffic Signal Synch Project	Environmental PS&E Construction		2,400,000		2,400,000	400,000	1,000,000	1,000,000			
4 Downey & Pico Rivera	MM5509.03	Telegraph Rd Traffic Safety Enhancements Phase II	PS&E Construction		350,000		350,000	350,000					
5 LA County	MM5509.04	Carmenita Rd and Imperial Hwy Intersection Improvements	PS&E Construction		1,930,000		1,930,000	300,000	630,000	1,000,000			
6 Long Beach	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	Environmental PS&E Construction		8,750,000		8,750,000		2,942,000	5,808,000			
7 Long Beach	MM5509.09	Artesia "Great" Street Project (CFP F7316/F9130 + MR312.70/MR315.70)	PS&E Construction	new		13,668,000	13,668,000			1,560,000	5,520,000	6,588,000	
8 Norwalk	MM5509.06	Firestone Blvd Widening Project, Phase I	Environmental PS&E Construction	chg	13,284,900		13,284,900				3,284,900	5,000,000	5,000,000
9 Pico Rivera	MM4302.01	Pico Rivera Regional Bikeway Project	PS&E Construction	new		2,697,000	2,697,000				1,527,000	1,170,000	
10 Pico Rivera	MM5509.10	Washington Blvd Bridge Reconstruction	PS&E Construction	new		3,739,267	3,739,267					527,767	3,211,500
11 Whittier	MM5509.07	Beverly Blvd at Norwalk Blvd Realignment Project	PS&E ROW Construction		2,100,000		2,100,000	150,000	550,000	1,400,000			
Total Programming Amount					\$ 30,264,900	\$ 21,011,308	\$ 51,276,208	\$ 1,200,000	\$ 5,339,500	\$ 12,000,500	\$ 10,488,941	\$ 14,035,767	\$ 8,211,500



Board Report

File #: 2022-0343, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM - CENTRAL CITY
SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. PROGRAMMING of \$18,623,792 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. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements 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 for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. Each subregion is required to develop an MSP five-year plan (Plan) and project list. Based on the amount provided in the Measure M Expenditure Plan, a total of \$18,873,374 was forecasted to be available for programming, from Fiscal Years (FY) 2017-18 to FY 2024-25, to the Central City Subregion in the Active Transportation, First/Last Mile and Mobility Hubs Program (expenditure line 55).

The Board’s approval is required to program funds to these projects, which serve as the basis for Metro to enter into funding agreements with the respective implementing agencies.

BACKGROUND

In June 2017, the Metro Board of Directors approved the adoption of the Measure M Master Guidelines (Guidelines) with two amendments and five approved motions.

The Central City Subregion includes only two jurisdictions, City of Los Angeles and unincorporated area of Los Angeles County. The majority of the Central City Subregion is in the City of Los Angeles, and Los Angeles Department of Transportation (LADOT) has been delegated authority to identify projects and develop the Plan, which included working with both jurisdictions along with the public participation process. The Subregion also adopted Subregional Qualitative Performance Measures including Mobility, Economic Vitality, Accessibility, Safety and Sustainability & Quality of Life, per the Administrative Procedures.

DISCUSSION

In the last few months, Metro staff worked closely with LADOT and LA County on project eligibility reviews of the proposed projects for this update. Metro required, during staff review, a detailed project scope of work to confirm eligibility - and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2024-25 and beyond, Metro accepted high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the LADOT and LA County through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

Active Transportation First/Last Mile and Mobility Hubs Program (Expenditure Line 55)

LA City

- Program \$2,790,491 in FY 2022-23 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 Plans Specification and Estimates (PS&E), equipment/vehicle and construction phases of the project.
- Program \$400,000 in FYs 2022-23 and FY 2023-24 for MM4201.02 - New Pedestrian Crossing at Spring Street and Ann Street Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$447,650 in FYs 2023-24 and FY 2024-25 for MM4201.03 - Active Streets LA - South

Los Angeles Project. The funds will be used to complete the PS&E and construction phases of the project.

- Program \$1,303,500 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.04 - Manchester Elementary Safe Route to School (SRTS) Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$4,400,000 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.05 - Lockwood Ave Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$3,830,000 in FY 2024-25 for MM4201.06 - Rail-to-River (Slauson Active Transportation Corridor) Project. The funds will be used to complete the construction phase of the project.
- Program \$2,098,103 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.07 - Los Angeles Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$500,000 in FY 2022-23 for MM4201.08 - New Pedestrian Crossing at Crenshaw Boulevard and Brynhurst Avenue. The funds will be used to complete the construction phase of the project.
- Program \$805,815 in FYs 2022-23 and FY 2023-24 for MM4201.09 - Esperanza Elementary SRTS Project. The funds will be used to complete the PS&E and construction phases of the project.
- Program \$733,397 in FY 2022-23 for MM4201.10 - Valencia Triangle Plaza Project (in the Westlake MacArthur Park neighborhood). The funds will be used to complete the PS&E and construction phases of the project.

LA County

- Program \$1,314,836 in FYs 2022-23, 2023-24 and 2024-25 for MM4201.11 - East LA Civic Center Station First-Last Mile Improvements Phase 2 Project. The funds will be used to complete the PS&E and construction phases of the project.

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 patrons.

FINANCIAL IMPACT

In FY 2021-22, \$7.11 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

Equity Focus Communities (EFCs) are concentrated in both jurisdictions in this subregion. The report seeks board approval to fund eligible Measure M MSP projects. All 11 projects seeking for Measure MSP funds are almost entirely within EFCs. The jurisdictional requests are proposed and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, both jurisdictions provide documentation that demonstrates community support, project need, and transportation benefits. 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 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 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 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

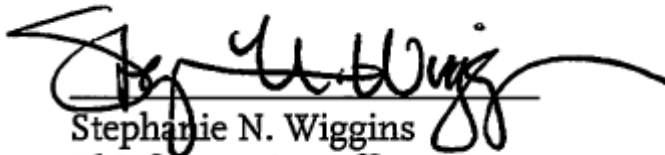
Metro staff will continue to work with the subregion to identify and deliver projects. Program/Project updates will be provided to the Board on an annual basis.

ATTACHMENTS

Attachment A - Active Transportation, First/Last Mile and Mobility Hubs Program Project List

Prepared by: Fanny Pan, Deputy Executive Officer, (213) 547-4312
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Central City Subregion

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile and Mobility Hubs Program (Expenditure Line 55)

	Agency	Project ID No.	Project/Location	Funding Phases	FY2021-22	FY2022-23	FY2023-24	FY 2024-25	TOTAL PROGRAM
1	LA City	MM4201.01	Integrated Mobility Hub Program	PS&E Equipment/Vehicle Construction		\$ 2,790,491			\$ 2,790,491
2	LA City	MM4201.02	New Pedestrian Crossing at Spring and Ann	PS&E Construction		80,000	320,000		400,000
3	LA City	MM4201.03	Active Streets LA - South Los Angeles	PS&E Construction			11,191	436,459	447,650
4	LA City	MM4201.04	Manchester Elementary SRTS	PS&E Construction		130,350	130,350	1,042,800	1,303,500
5	LA City	MM4201.05	Lockwood Ave Elementary SRTS	PS&E Construction		440,000	440,000	3,520,000	4,400,000
6	LA City	MM4201.06	Rail-to-River (Slauson Active Transportation Corridor) *	Construction				3,830,000	3,830,000
7	LA City	MM4201.07	Los Angeles Elementary SRTS	PS&E Construction		209,810	209,810	1,678,483	2,098,103
8	LA City	MM4201.08	New Pedestrian Crossing at Crenshaw and Brynhurst	Construction		500,000			500,000
9	LA City	MM4201.09	Esperanza Elementary SRTS	PS&E Construction		161,163	644,652		805,815
10	LA City	MM4201.10	Valencia Triangle Plaza	PS&E Construction		733,397			733,397
11	LA County	MM4201.11	East LA Civic Center Station First-Last Mile Improvements Phase 2	PS&E Construction		118,742	462,000	734,094	1,314,836
Total Programming Amount					\$ -	\$ 5,163,953	\$ 2,218,003	\$ 11,241,836	\$ 18,623,792

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**Board Report**

File #: 2022-0256, **File Type:** Project**Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022****SUBJECT: CHAVEZ/FICKETT L (GOLD) LINE STATION JOINT DEVELOPMENT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiations and Planning Agreement (ENA) with Abode Communities to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

ISSUE

Abode Communities (Developer) and Metro are parties to an ENA for the development of a mixed-use project (Project) on 1.56 acres of Metro-owned property (Site) situated on the southwest corner of Cesar E. Chavez Avenue and Fickett Street in the Boyle Heights community of Los Angeles (see Attachment A - Site Map). The ENA is set to expire on August 31, 2022, and an extension of the ENA term is necessary to provide the time for: (a) the Developer and Metro to consider and complete the Project's design modifications, (b) the Developer to continue Project-related stakeholder outreach and obtain Project entitlements and environmental clearance, and (c) the parties to negotiate and finalize the key terms and conditions of a Joint Development Agreement (JDA) and Ground Lease (GL), subject to Metro Board of Directors (Board) approval.

BACKGROUND

In March 2017, following extensive community outreach and preparation of Development Guidelines which were approved by the Board, Metro released a Request for Proposals for joint development of the Site. Metro received five proposals, and following evaluation, staff recommended and the Board authorized the execution of an ENA with Abode Communities. The ENA was executed in March 2018 and extended by another two years through a subsequent Board Action. The Project, as originally proposed, contemplated 60 units of affordable housing at 30-50% of the Area Median Income (AMI); a 25,000 sq. ft. grocery store; and a 6,500 sq. ft. community park.

DISCUSSION

The careful integration of the Project's diverse programmatic components has required a greater

level of up-front site planning, design, operational, entitlement and cost analyses than most Metro joint development projects require. This analysis has been ongoing since the commencement of the ENA and has evolved, primarily reflecting the changes to the commercial market and funding landscape, necessitating certain modifications to the Project to maintain its overall viability.

Community Park

As part of their up-front analysis, the Developer and Metro consulted with the City of Los Angeles's Recreation and Parks Department (RAP) regarding the operation of the Project's proposed park. During these discussions, RAP indicated that it had acquired land located one hundred feet south of the Site for a community park. The proximity of this new park to the Site has led the Developer to propose replacing the Project's proposed park with a community garden to provide community open space while eliminating redundant amenities. As currently presented, the community garden will occupy approximately 3,500 square feet where the community park was initially proposed. The Developer has committed to the proper level of administrative oversight and community accessibility for this component of the Project.

Grocery Store

The original proposal also included a grocery store to be located on the ground floor of the project. After discussions with prospective grocery store operators, it became apparent the limited size of the site and the parking demands of both residential tenants and commercial patrons would prove to be limiting factors.

Throughout 2019 to 2021, the Developer contacted a spectrum of grocers, but was unable to find a compatible operator due to a variety of factors including: the high concentration of existing grocery stores within one mile of the Site; grocers' square footage requirements for a larger store footprint that could not be accommodated by the site's existing zoning; a desire for increased parking in excess of code requirements that were not economically feasible; and most critically, a disparity between the rents needed to support the construction costs of the Project and the below-market rents typical of grocery store tenants. In response to these constraints, the Developer is currently proposing a much smaller retail option with approximately 3,000 square feet of ground floor space for a limited grocery store concept. Staff commissioned a third-party land use economics firm to evaluate overall market demand for grocery stores and identify alternative food retail models that will substantially respond to the community's interest in improving access to healthy food. The study is underway and should be fully completed during the summer of 2022. Staff will continue to work with the Developer to identify potential food retail models and ensure maximum flexibility in ground floor space that will accommodate a variety of potential tenants. This revision will also include six at-grade parking spaces and four bicycle spaces dedicated to the commercial space.

Residential

As originally contemplated, the Project's affordable housing program proposed 60 units with affordability levels at 30% of AMI. In addition, 30 of the units were proposed to provide supportive housing to those that were formerly homeless. The remaining 29 units would have been available to households up to 50% of AMI (with one non-restricted manager's unit).

Given the commercial modifications to the Project and the opportunity to expand the residential

program, the Developer is proposing to increase the original unit count from 60 units up to 110 units. This would include 30 units of permanent supportive housing at 30% of AMI with the remaining 79 units serving households between 30% and 50% of AMI. There will be 1 unit designated for an on-site manager. The preliminary unit mix will include 33 studios, 15 one-bedroom, 34 two-bedroom and 28 three-bedroom units. Because of the residential density bonus the Project is seeking, there will be 43 parking spaces and 99 bicycle spaces.

In 2021, an update to Metro's Joint Development (JD) Policy was adopted by the Board along with a goal of developing 10,000 units of housing, including 5,000 income-restricted units, over the next ten years. The revised residential program is consistent with the aim of the recently updated Joint Development policy, which seeks to build as much quality housing near transit as possible, for those who need it most. To this end, the proposed modifications to the affordable housing at the Development Site would continue the redevelopment and revitalization of the greater Chavez/Fickett L (Gold) Line Station area, expand on the mix and availability of housing options and leverage further public improvements being undertaken by the City.

As Project financing is obtained, staff will monitor the effects it may have on the number of units, affordability levels and related parking and provide the Board with an update if substantive changes to the described housing and parking program should occur.

Community Outreach

The Developer is moving forward with its community outreach program. On February 10, 2022, the Project was presented to the Boyle Heights Design Review Advisory Committee (DRAC) for consideration. After an informed discussion regarding unit count, parking options, and ground floor commercial space, the Project was approved for further processing to the Boyle Heights Neighborhood Council (BHNC).

During the March 7, 2022, BHNC - Planning and Land Use Committee meeting, the item was not heard due to a loss of quorum during Committee discussions. The Developer is actively working with the Chair of the BHNC to have this item placed on a future agenda. In the meantime, and to meet Project financing deadlines, the entitlement process continues to proceed through Metro and the City's planning department.

Entitlements

The revised Project design that includes the stated modifications has been provided to Metro for consideration. The entitlement review and community outreach process will continue under the proposed modifications. Following the Developer-led community outreach effort and Metro staff's approval of the Project's scope and design, the Developer will submit an application to the City of Los Angeles for needed Project entitlements and environmental review under the California Environmental Quality Act (CEQA). The Project qualifies for a streamlined ministerial approval process, as well as an exemption from CEQA under SB35 and AB2162. During the extended ENA term, the parties will also negotiate the key terms and conditions of a JDA and GL for Board approval which would occur at a future date.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term

during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if, and when negotiations result in proposed terms for a JDA and GL.

FINANCIAL IMPACT

Funding for the joint development activities is included in the adopted FY23 budget under 401037.

Impact to Budget

There is no adverse impact to the proposed FY23 budget. Staff costs are included in the FY23 budget to negotiate the proposed transaction and review design and other Project documents. No new capital investment or operating expenses are anticipated to occur and ENA deposits from funds provided by the Developer will offset certain staff and Project related professional service costs.

EQUITY PLATFORM

The proposed development at the Chavez/Fickett site is representative of Metro's JD Program to pursue high quality affordable housing opportunities and other community policy goals. The Project also creates opportunities to enhance access to Metro's L (Gold) Line system. Adopted in June 2021, the Metro JD Policy is centered on four main goals: (1) equity and inclusion; (2) access; (3) performance; and (4) innovation. The JD Policy Mission Statement is to "create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible."

The eventual development of the Site will create affordable housing, enhanced public infrastructure, jobs and other transit-supportive amenities. This Project falls within an Equity Focused Community, benefitting community members adjacent to the Project as well as other lower income LA County residents in need of affordable housing. In pursuing the Project, the Developer and Metro staff will continue to actively engage with and be responsive to all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach for this Project as specified by the requirements under the ENA.

Throughout this process, the Developer's staff have expressed a strong commitment to community engagement and share Metro's belief that stakeholder input will be critical to this effort's success. Following the submission of the Project's entitlements, community engagement in coordination with the Developer will involve different methods such as design review workshops (online and/or in-person when possible) public neighborhood council meetings, and potential pop-up events. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, and other languages deemed appropriate to reach a broad audience of stakeholders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Enhance communities and lives through mobility and access to opportunity, Initiative 3.2: Metro will leverage transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

ALTERNATIVES CONSIDERED

The alternative to Board approval would result in the current ENA expiring in August 2022. As a result, progress made on all predevelopment activities to date would come to a halt jeopardizing the Project and the delivery of much needed affordable housing.

NEXT STEPS

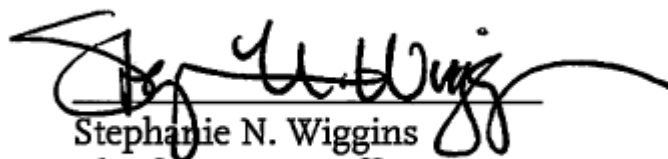
Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing for a one-year extension of the term with an option to extend the term for an additional one year, if deemed necessary by Metro. Staff will continue working with the Developer to finalize negotiations on the key terms and conditions of a JDA and GL and will return to the Board for approval of key terms and conditions following the Developer's securing of Project entitlements and environmental approvals, as needed, under CEQA from the City of Los Angeles. In addition, staff and the Developer will conduct Developer-led community outreach regarding the Project's scope and its design during the ENA's extended term. This will include presenting the item to the BHNC for consideration.

ATTACHMENTS

Attachment A - Site Map

Prepared by: Carey Jenkins, Senior Director, Countywide Planning & Development, (213) 547-4356
Wells Lawson, DEO, Countywide Planning & Development, (213) 922-7217
Nicholas Saponara, EO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

Attachment A – Site Plan

Chavez/Fickett Joint Development



Project Summary

Developer: Abode Communities

Project Size: 1.56 acres

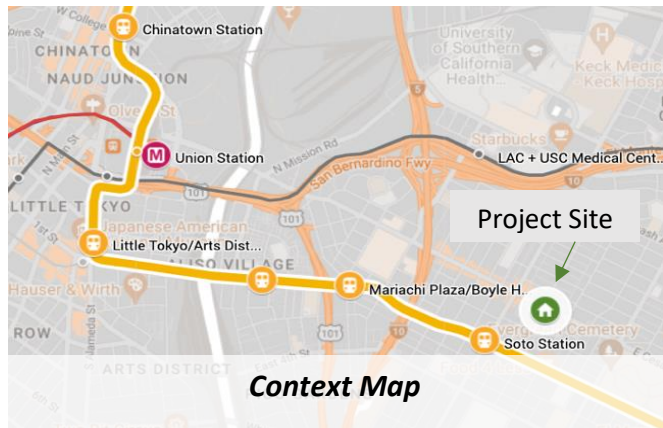
Units: 110 (100% affordable)

Commercial Sq. Ft.: 3,000

Parking: 43 residential, 6 commercial

Amenities: Community Garden

Food Service Tenant



Perspective facing SE from Cesar E. Chavez Ave and Fickett St.



Next stop: building communities.

Chavez/Fickett Joint Development

Planning & Programming Committee

June 15, 2022

Legistar File #2022-0256



Recommendation

- **AUTHORIZE** the Chief Executive Officer to:
 - Execute an amendment to the Exclusive Negotiations and Planning Agreement with Abode Communities to extend the term for one year, plus an option to extend the term for an additional one year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights with up to 110 affordable housing units, an on-site community garden and small-format food retail.

Chavez/Fickett Site Overview

Developer:

Abode Communities

Project Size: 1.56 acres

Units: 110 (100% affordable)

Commercial Sq. Ft.: 3,000

Parking:

- 43 residential
- 6 commercial

Amenities:

- Community Garden
- Food Service Tenant



Chavez/Fickett Site Rendering



Updated Proposal Scope

- Residential 100% affordable housing project on Metro property.
Affordability mix of 30% - 50% of AMI.
Current: 110 units Prior: 60 units.
- Public open space
Current: Community Garden, 3,500 sq. ft.
Prior: Mini Park, now being developed down the street by City of LA.
- Commercial Space
Current: limited grocer/food service provider 3,000 sq. ft.
Prior: grocery store up to 25,000 sq. ft.
- To address the reduction in grocery space, a third-party market feasibility study is being conducted to: (1) confirm programming change and (2) provide recommendations to ensure community goals.

Next Steps

Upon Board approval:

- Execute the ENA Extension
- Seek community input on ground floor food and/or community service options and continue neighborhood outreach
- Refine project design and process entitlements
- Negotiate a term sheet for a Joint Development Agreement and Ground Lease to be presented to the Board

**Board Report**

File #: 2022-0314, **File Type:** Agreement**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022****SUBJECT: AMEND THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to amend the Memorandum of Understanding (MOU) dated February 1, 2021, with the San Gabriel Valley Council of Governments (SGVCOG) for the San Gabriel Valley Transit Feasibility Study (Study), authorizing the SGVCOG to proceed with next steps of the study with a not-to-exceed amount of \$1,800,000, bringing the total funding to \$3,300,000.

ISSUE

On February 1, 2021, Metro executed an MOU with SGVCOG to lead a study to identify short- and long-term transit solutions for the San Gabriel Valley. The SGVCOG secured professional services to conduct the study, of which the first phase is nearing completion. As stated in the MOU's Scope of Work, an amendment was anticipated to authorize the study's second phase. Additional funding of \$1,800,000 is needed to proceed with the second phase of tasks, bringing the total funding to \$3,300,000. A letter of support from the SGVCOG was sent on February 16, 2022 (Attachment A) to program funding for the second phase of the feasibility study.

BACKGROUND

In February 2020, the Board approved (#2020-0027) the withdrawal of the SR 60 and Combined Alternatives from the Eastside Transit Corridor Phase 2 project for a number of reasons. At the time, Metro staff recognized that mobility challenges would continue to exist along the SR 60 Freeway corridor and within the San Gabriel Valley, with a need to connect to Metro's regional transit network. Staff proposed a feasibility study independent from the Eastside Transit Corridor Phase 2 project to evaluate other options to serve the needs of the San Gabriel Valley.

Subsequently, the Board directed staff (#2020-0172) to prepare a feasibility study and develop high-quality transit service options in the San Gabriel Valley subregion, including a Funding Plan encompassing Measure R and Measure M funding. The Board also directed staff to commit \$635.5 million of Measure R funding for improvements to be identified in the study and consistent with the

funding years (expected completion in 2035-2037) in the Measure R Expenditure Plan. Project staff returned in May 2020 with an update to the Board, at which time a Board Motion #2020-0368 (Attachment B) was approved that directed the SGVCOG to lead the study on short- and long-term transit solutions.

DISCUSSION

In September 2020, Metro Board approved the Fiscal Year (FY) 2021 budget, which included the \$1,500,000 funding for the first tasks of the study, SGVCOG staff and administrative costs. The SGVCOG executed a contract in May 2021 for professional services to conduct technical planning and outreach work as scoped. Since then, the Project team has made significant progress and is concluding several milestones.

Building on work conducted in this corridor as part of the Eastside Transit Corridor Phase 2 environmental work, the team re-evaluated and re-defined the purpose and need for mobility options in the San Gabriel Valley subregion. The study area covers 375 square miles, bordered by the City of Los Angeles and the San Fernando Valley to the west, San Bernardino County to the east, the San Gabriel Mountains to the north, and the Gateway cities and Orange County to the south. This area (Attachment C) includes 31 cities and unincorporated areas of Los Angeles County. It is home to a diverse population of 2 million residents (19 percent of LA County's total population), including communities defined as Metro's Equity Focus Communities (EFCs). Census tracts with EFCs, for example, are located throughout the San Gabriel Valley, including communities located near Pasadena, Alhambra, Rosemead, Montebello, El Monte, South El Monte, Baldwin Park, Azusa, Covina, and Pomona.

An early task identified traveler needs and transportation options based on land use patterns, major attractors and generators, projected growth, socio-demographic information, and existing and planned transportation facilities and services. These factors included ridership demographics (residents, commuters, visitors), implementation horizons needed to meet growth projections (short-term projects, long-term vision for the area), promising corridors of travel (north-south, east-west), short- and long-term capacity needs as reflected in mode options (bus service, enhanced or BRT services, LRT, HRT), and service potential (integration of existing services, development of new services).

Through community and stakeholder outreach sessions, and based on the outlined parameters, the SGVCOG and its technical team developed 15 concepts and alternatives that included north-south and east-west options, new services as well as enhanced existing services, and a variety of modes (enhanced bus, bus rapid transit, LRT, or some combination). The team identified and solicited input from the SR 60 corridor cities, key stakeholders, and communities in this area and used this feedback to screen the 15 concepts. Three were identified as the most promising solutions for the subregion.

At the writing of this report, the SGVCOG and its technical and outreach teams are identifying cost and ridership estimates for the three solutions and anticipate completing the first phase of this study in June. With an amended MOU and authorization to proceed, the team would be positioned to proceed with the second phase beginning July 1, 2022. The next steps of the study, for which this

MOU amendment is recommended, will be to develop conceptual engineering, urban design concepts and graphics, evaluate long-term solutions for transportation investment, and finalize the feasibility report.

FINANCIAL IMPACT

The proposed action allocates up to \$1,800,000 in FY23. Authorization for this study to proceed without delay is subject to the identification and approval of funding in the FY23 budget. Since this is a multi-year program, the Metro Project Manager, Cost Center Manager, and Chief Planning Officer will be responsible for budgeting in future fiscal years as needed.

Impact to Budget

The FY23 budget includes \$1,800,000 in Cost Center 4310 for Project #460233. The source of funds is Measure R 35% Transit Capital, which is not eligible for Bus or Rail Operations.

EQUITY PLATFORM

The Board action to amend the MOU is not anticipated to have equity impacts. As equity goals are a priority for Metro, Metro project staff is working closely with the SGVCOG to provide technical support and guidance to attain equitable goals to the extent possible. In its initial tasks, the study considered EFCs in the definition of the study area, and has identified the following communities within the SGV subregion in which EFCs are concentrated: Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Within the study area, 14 percent of census tracts are defined as EFCs.

To address EFC needs, one of the goals for the study is to create accessible transit services for the SVG by focusing on communities relying on transit, with the explicit objective of emphasizing services in areas with high concentrations of EFCs. To this end, each concept was screened using qualitative and quantitative indicators of expected benefits to EFCs.

In conducting outreach activities, the SGVCOG has hosted various presentations and workshops and provided one-on-one briefings for its member cities to raise awareness about this study and to solicit input from EFCs. The COG has hosted two general public and community workshops, the invitations and contents for which have been provided in Chinese, Spanish, and English. Translation services were available during the workshops, and verbal and written comments from the public were accepted in native language. All outreach to date has been conducted remotely using online meeting platforms, telephone, and interactive website. The COG anticipates that the next phases of the study will include digital platforms, but will also incorporate in-person workshops for EFCs as the Project alternatives are further refined.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the Metro Vision 2028 Strategic Plan. Specifically, the project supports Goals #1 and #3 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. By continuing efforts that provide high-quality mobility options in partnership with the SGVCOG, enhance communities and lives through mobility and access to transit, and address mobility challenges in San Gabriel Valley, Metro is continuing to work towards equitable and accessible transit services, reduce travel times and roadway congestion, and enhance connections to the regional transit network.

NEXT STEPS

If approved, the Metro CEO will execute the amendment to the Memorandum of Understanding with SGVCOG. The MOU will only be amended to increase the funding authorization and no other terms.

ATTACHMENTS

Attachment A - Letter from San Gabriel Valley Council of Governments Request for Additional Funding dated February 16, 2022.

Attachment B - Board Motion 2020-0368

Attachment C -Study Area Map

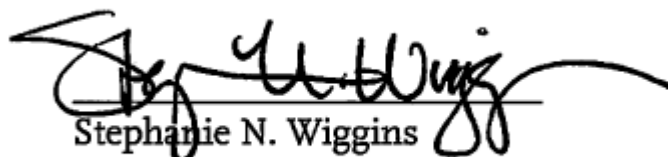
Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026

Dolores Roybal Saltarelli, Deputy Executive Officer, Countywide Planning & Development, (213) 922-3024

Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510

David Mieger, SEO, Countywide Planning & Development, (213) 922-3040

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



Stephanie N. Wiggins
Chief Executive Officer



February 16, 2022

OFFICERS

President
 Becky Shevlin
1st Vice President
 Tim Hepburn
2nd Vice President
 Ed Reece
3rd Vice President
 April Verlato

Ms. Stephanie Wiggins
 Chief Executive Officer
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012-2952

Via email to: WigginsS@metro.net, and cc: YohA@metro.net

Re: Support for programming \$1.8 million in FY 2022-2023 Metro budget to fund completion of the San Gabriel Valley Transit Feasibility Study

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

Dear Ms. Wiggins,

As Metro conducts its FY 2022-2023 budgeting exercise and approval, the San Gabriel Valley Council of Governments (SGVCOG) strongly supports the programming of \$1.8 million to complete the San Gabriel Valley Transit Feasibility Study (“Study”). The full amount requested is required so the Study, underway since summer 2021, can conclude with the conceptual engineering of and meaningful community input regarding high-quality transit service projects needed to improve mobility in underserved areas of the San Gabriel Valley. If the Study is completed, it will provide the basis for the identification of a Near Term Transit Investment making use of the Measure M funding identified by LA Metro.

The Study was initiated in July 2021 following a Metro Board motion directing that the Study be funded by LA Metro and conducted by SGVCOG in partnership with LA Metro staff. LA Metro and SGVCOG staff agreed that the comprehensive feasibility study proposed would be conducted in two phases, with LA Metro providing initial funding for the first phase and with the mutual understanding that the complete study would be fully funded.

The first phase of the Study is on schedule to be completed by the end of June 2022. The Study has successfully defined mobility challenges and service gaps in the San Gabriel Valley and identified 15 initial transit corridor improvement concepts addressing east-west and north-south corridor improvements needed to connect and improve mobility. These initial concepts are being screened and Phase 1 of the Study will conclude with ridership, capital and operations and maintenance cost analysis of the most promising solutions. The initial alternatives have been well received at city, stakeholder and community meetings so we expect to complete this phase and be ready to proceed with Phase 2 at the start of the new fiscal year (2022-2023).

The second phase of the Study will develop conceptual engineering for the most promising alternatives identified in the first phase, possibly including bus rapid transit corridors, light rail corridors, and transit hubs similar to the El Monte Busway Station to provide convenient access to connecting services within the San Gabriel Valley and for longer

distance travel. Community outreach efforts during this phase will support and build upon prior efforts so that we may continue the focus on underserved communities, and elicit opportunities for meaningful user and community feedback on the conceptual engineering alternatives.

The SGVCOG appreciates your attention to this request and looks forward to a continued productive partnership with LA Metro in concluding the Study. Questions regarding this matter may be directed to the Study's Project Manager, Alexander Fung, at afung@sgvcog.org or (626) 463-8439.

Sincerely,



Marisa Creter
Executive Director

cc: Mr. Martin Reyes, Office of Supervisor Hilda Solis
Mr. David Perry, Office of Supervisor Kathryn Barger
Mayor Tim Sandoval, City of Pomona
Mr. James de la Loza, Chief Planning Officer, LA Metro
Mr. David Mieger, Senior Executive Officer, LA Metro
Ms. Allison Yoh, Executive Officer, LA Metro
Mr. Eric Shen, Director of Capital Projects/Chief Engineer, SGVCOG



Metro

Board Report

File #: 2020-0368, **File Type:** Motion / Motion Response

Agenda Number: 5.1.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 20, 2020**

Motion by:

DIRECTORS SOLIS, FASANA, AND BARGER

Related to Item 5: San Gabriel Valley Transit Feasibility Study

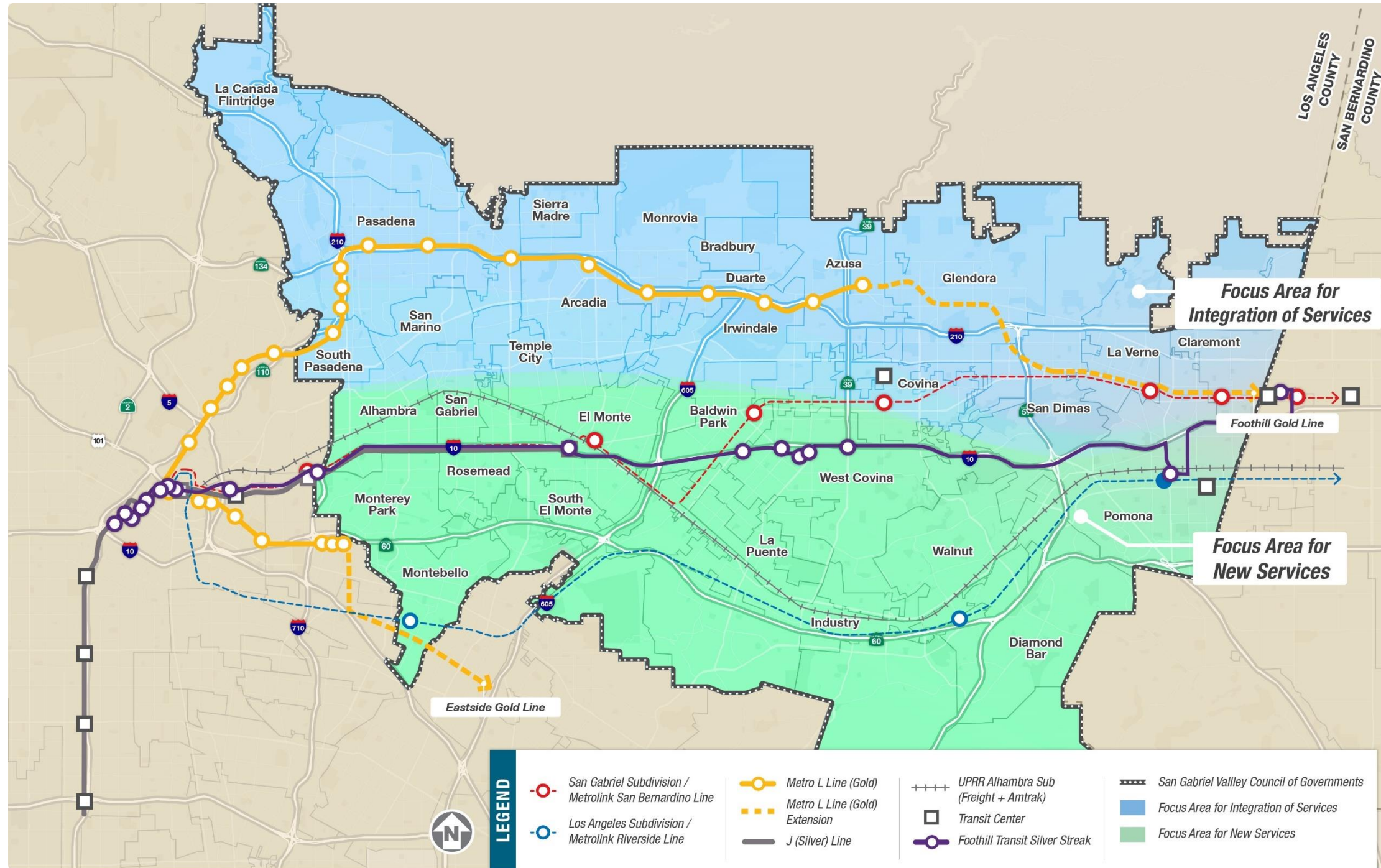
SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY

RECOMMENDATION

APPROVE Amending Motion by Directors Solis, Fasana, and Barger

WE THEREFORE MOVE that the Board direct the CEO to report back in 30 days with recommendations to transfer funding to the San Gabriel Valley Council of Governments as part of the FY21 budget for the procurement and completion of the Feasibility Study. Recommendations should include provisions typical of Metro procurements such as small, disadvantaged, and/or disabled veteran business enterprise goals.

Figure 1 - Study Area Map



**Board Report**

File #: 2022-0388, **File Type:** Policy**Agenda Number:** 11.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 15, 2022****SUBJECT: TRANSFER OF PROPERTIES TO CITY OF LOS ANGELES FOR DESTINATION
CRENSHAW****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION****CONSIDER:**

- A. DECLARING that 3417 W. Slauson Ave, 5759 11th Ave & 3309 W. Slauson Ave (the Properties, as depicted in Attachment A) are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to execute any necessary documents to transfer the Properties to the City of Los Angeles (City) in support of Destination Crenshaw, with land value waived, contingent on the following:
1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson Park.
 3. Mutual agreement regarding Metro’s obligation to replant trees under Permit No. 313929.

ISSUE

The Destination Crenshaw project (“Destination Crenshaw Project” or the “Project”) is a proposed outdoor museum and placemaking initiative of public art and streetscape design, as depicted in Attachment B attached hereto, that is comprised of multiple project elements (platforms and parks) along a 1.3-mile stretch of Crenshaw Boulevard, which overlaps an at-grade segment of the Crenshaw/LAX Light Rail Project (“C/LAX”). The Project is borne out of the efforts of the City (“City”) and a group of community stakeholders. The Board of Directors (“Board”) took various actions on July 25, 2019 to support the Project (“July 2019 Board Report”). The Project has proposed the enhancement of three (3) Metro-owned properties, which were anticipated to receive modest

improvements as part of the C/LAX. Metro acquired the properties for C/LAX, and as described in the July 2019 Board Report, has made use of the Properties in connection with C/LAX. The Properties are not needed for long-term use by C/LAX. Under California Government Code Section 54220 et seq. (the “Surplus Land Act” or “Act”), “land shall be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures.” Board approval is required to declare the Properties exempt surplus land. Board approval is also required to transfer properties for less than fair market value.

BACKGROUND

The Properties comprise three (3) parcels that are 6,983 square feet, 5,110 square feet and 2,369 square feet (14,462 square feet total).

On July 25, 2019, the Board, (Board Report Number 2019-0575,) authorized the Chief Executive Officer (“CEO”) to enter into a Memorandum of Agreement with the City of Los Angeles for funding and support of the Destination Crenshaw Project in an amount not to exceed \$15,000,000 (\$14,500,000 toward construction and \$500,000 for Metro staff labor). The July 2019 Board Report also noted that there were three Metro owned properties that could potentially be explored for transfer to the City for the Destination Crenshaw Project.

On October 22, 2020, the Board declared that 4444 Crenshaw Boulevard (Sankofa Park) is not necessary for use by Metro and is “exempt surplus land” under the Surplus Land Act and authorized the CEO to execute any necessary documents to transfer the Properties to the City in support of Destination Crenshaw to the City at no cost (Board Report Number 2020-0582).

An MOA was executed between the City and Metro on July 30, 2021. The MOA outlined, among other things, how payments of \$14,500,000 for construction of Sankofa Park were to be processed and what level of documentation was required. The City received the initial payment of \$276,000 on April 8, 2022. The second payment of \$3,000,000 is in the process of being paid. On May 23, 2022, Metro received the third funding request of \$3,855,807.

DISCUSSION

Property Transfer

The City has requested that Metro now transfer the Properties as part of the Destination Crenshaw Project.

Exempt Surplus Land - Findings

As amended by AB 1486 and effective January 1, 2020, the Surplus Land Act to provide for the disposition of “surplus land” or “exempt surplus land”, as defined in the Act. “Surplus Land” means land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Pursuant to the Act, land may be declared either “surplus land” or “exempt surplus

land.” As defined in the Act, exempt surplus land includes “surplus land that a local agency is transferring to another local, state, or federal agencies for the agency’s use...” (Government Code Section 54221(f)(1)(D)).

As discussed above, the Properties were originally acquired for the C/LAX project, but are not needed for long-term use by C/LAX. The City desires to use the Properties for City’s use in connection with its Destination Crenshaw Project. Under these circumstances and pursuant to the Act, the Properties are exempt surplus land.

Valuation

As discussed in the July 2019 Board Report, Metro recognizes that there are synergies between C/LAX and the Destination Crenshaw Project. As part of the development of C/LAX, Metro’s goals were and continue to be, to provide transportation and transit improvements and also, with community feedback, (1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; (2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art and/or street furniture; (3) provide additional landscaping within the right-of-way or in project property to create a buffer between sensitive uses and the project; and (4) where practical and appropriate, add additional landscaping and enhanced design features to minimize the visual image of transit. Metro seeks to promote community preservation in the communities directly affected by C/LAX and facilitate the creation of transit-oriented communities (“TOCs”) that expand mobility options, promote sustainable urban design, and help transform communities.

Destination Crenshaw is consistent with Metro’s vision for vibrant Transit Oriented Communities (“TOC”) which encourages multi-modal transportation, creates a sense of place, and has the potential to enhance the quality of life for this community. The Destination Crenshaw Project is:

1. Consistent with Metro’s vision for TOC
2. Proximate to the C/LAX transit Corridor project
3. Constructable and ready
4. Cost effective

Metro appraised the Properties as of July 15, 2019. They were valued at a total of \$1,075,000 (3417 W. Slauson Ave at \$550,000, 5759 11th Ave & 3309 W. Slauson Ave together at \$525,000).

Under Surplus Land Act, Metro has the right to request fair market value for the properties; however, it is not required. Given that the Destination Crenshaw Project is consistent with Metro’s vision for C/LAX Transit Oriented Communities, staff recommends that Metro provide the Properties to the City, with land value compensation waived.

Remaining Areas for Resolution

Metro has been working with the City and Destination Crenshaw on the following items, however, they have not yet been fully resolved.

1. Bike infrastructure - The Environmental Impact Report (EIR) for C/LAX requires bike

infrastructure in support of the Hyde Park station which was originally planned for the IAM Park site. Destination Crenshaw's plans conflict with the currently planned location. Therefore, a condition of granting the Properties would be for the City or Destination Crenshaw to plan, permit and install bike infrastructure required to satisfy the EIR requirement at an alternative location. Destination Crenshaw is working on design plans.

2. Environmental remediation - Currently the Slauson Avenue Park property is undergoing environmental remediation. Prior to a transfer, there needs to be clear delineation of roles and responsibilities between the City and Metro on mitigation efforts and how this impacts the property's future use.
3. Tree Removal Permit - Metro has a tree replacement obligation to the City under a tree removal permit issued for C/LAX. Metro and Destination Crenshaw have been in discussions on the size, number and type of trees. Prior to a property transfer, there needs to be mutual agreement between the City and Metro on how the obligation will be fulfilled.

DETERMINATION OF SAFETY IMPACT

This board action will not have an impact on safety standards for Metro.

FINANCIAL IMPACT

In the July 25, 2019, Board Report, the Board approved funds towards the Destination Crenshaw project, which included the value of these Properties.

Impact to Budget

There are no impacts to the budget.

EQUITY PLATFORM

The Destination Crenshaw Project will document, celebrate, and bring to life the history and culture of the corridor and of South Los Angeles specifically. In addition, the Project will enhance pedestrian connectivity, and foster job growth on Metro-owned properties serving low-income households. The proposed actions will support the Project and position Metro as a strong partner in this community-led initiative.

Community outreach efforts took place, including innovative and comprehensive approaches that engage historically underserved communities to produce outcomes that promote and sustain access to opportunities and avoid increasing disparity.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Destination Crenshaw Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The alternative is to not declare the properties as surplus and continue to hold them. This is not recommended as the Properties are too small to be developable under Metro's joint development program and therefore would go unutilized.

NEXT STEPS

Should the Board choose to approve the recommendation, staff will continue to work with the City to resolve the remaining items, prepare an amendment to the MOA, and transfer the Properties to the City of Los Angeles with the land value waived.

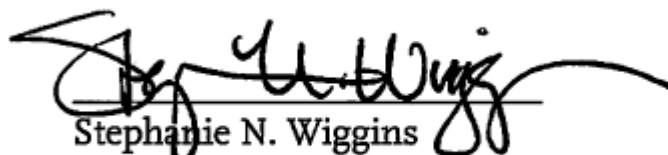
ATTACHMENTS

Attachment A - Property Map

Attachment B - Destination Crenshaw Project Overview Map

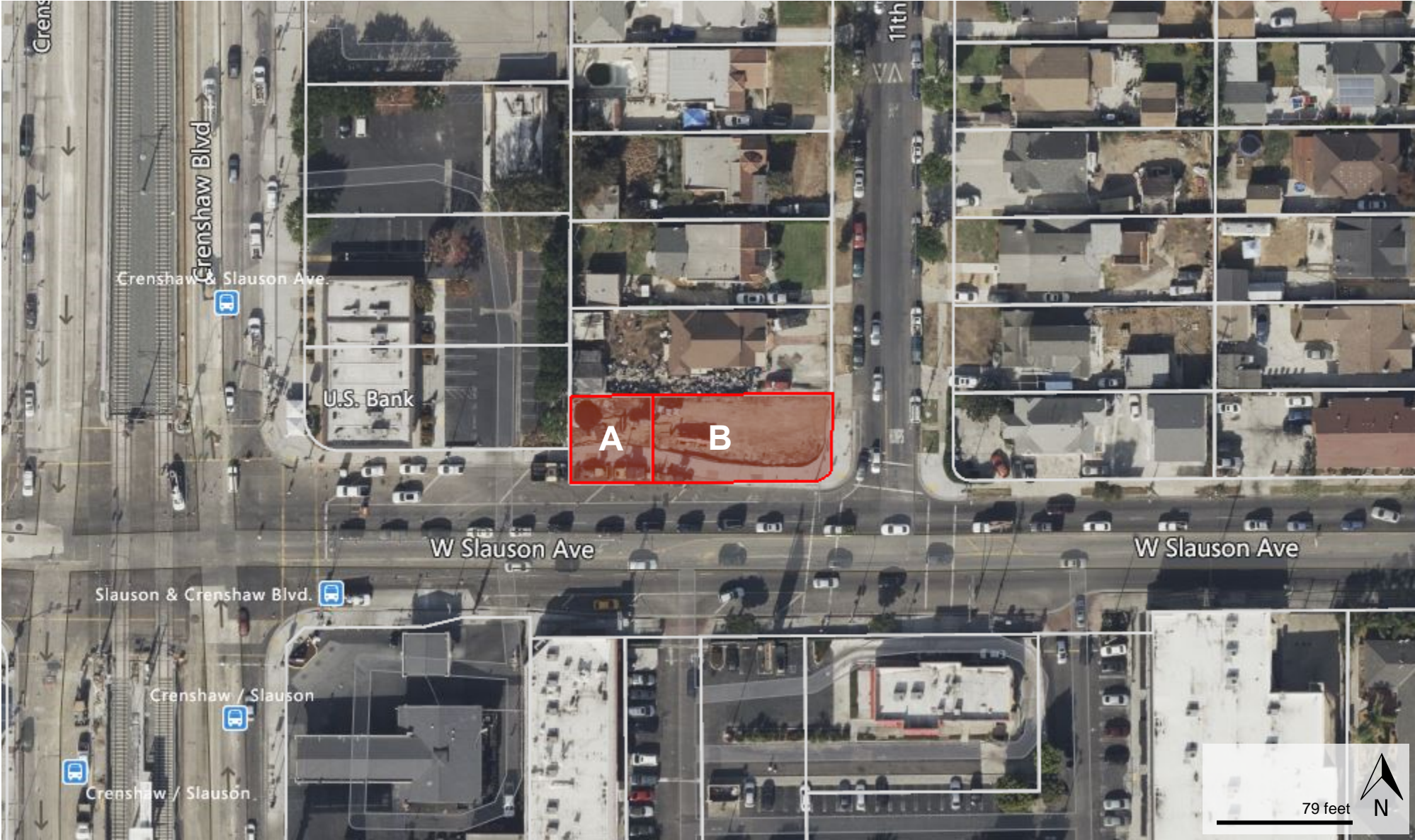
Prepared by: Michael Luna, Chief Administrative Analyst, Real Estate, (213) 922-2062
Frances Impert, Senior Manager, Real Estate, (213) 922-2410
John Potts, Executive Officer, Countywide Planning & Development, (213) 928-3397
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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

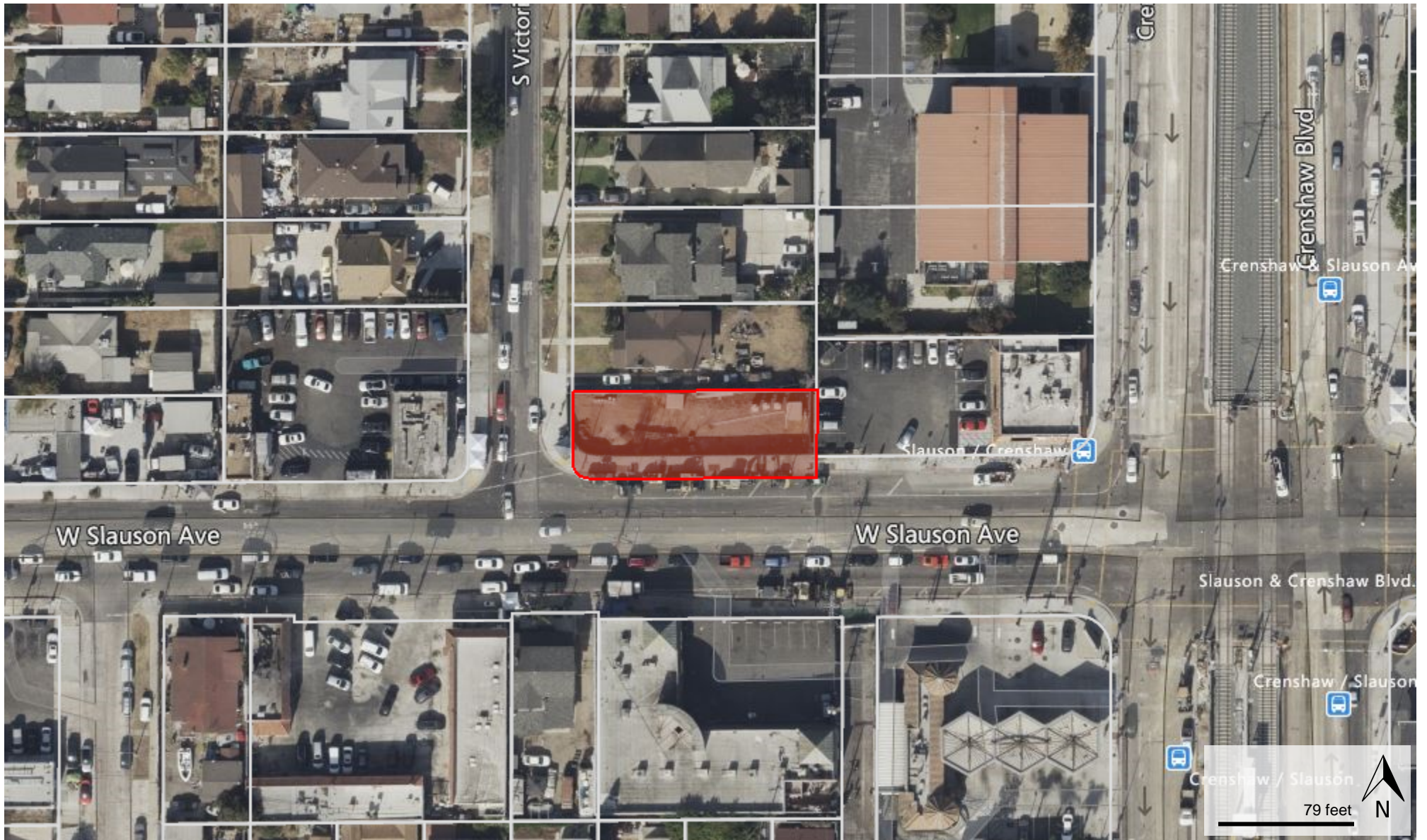


Stephanie N. Wiggins
Chief Executive Officer

Attachment A - 3309 W. Slauson Ave ("A") & 5759 11th Ave ("B")

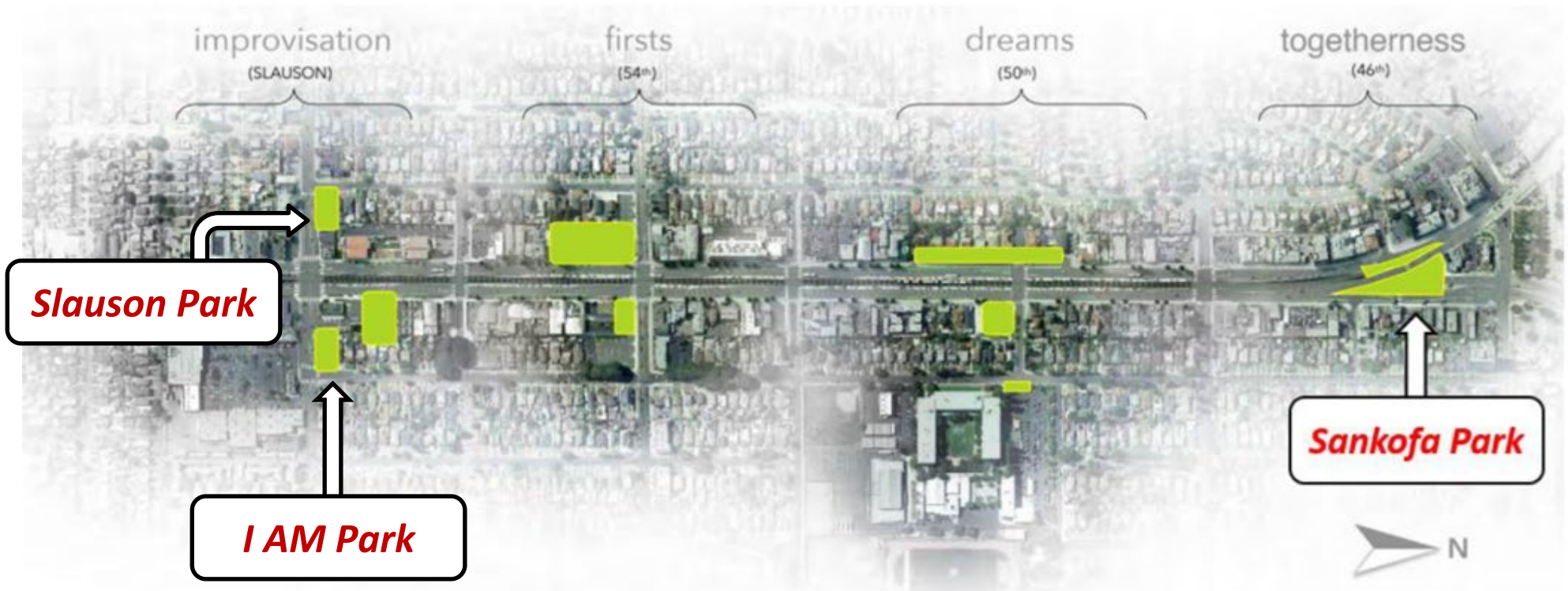


Attachment A - 3417 W. Slauson Ave



Destination Crenshaw

Crenshaw Boulevard along Crenshaw/LAX Project





We're supporting thriving communities.

Planning & Programming Committee - June 15, 2022

Legistar File #2022-0388



Metro

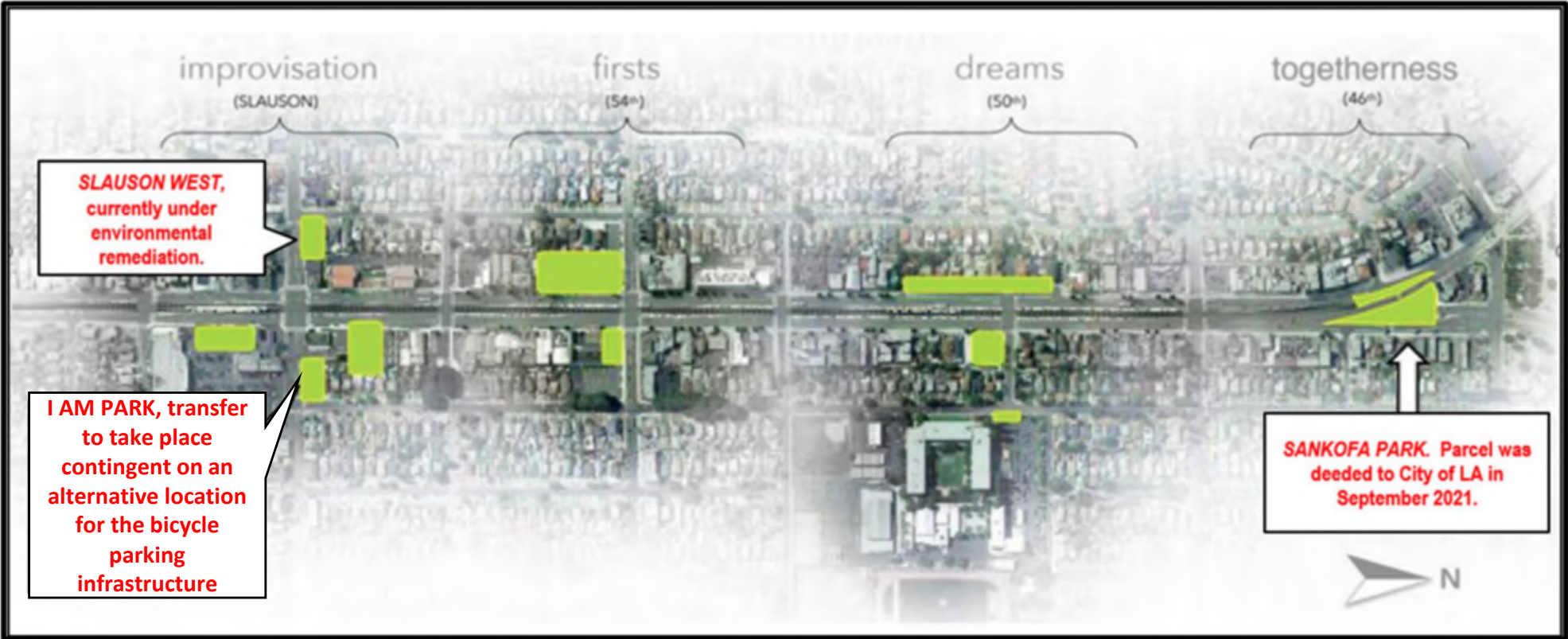
Recommendation

Consider:

- A. DECLARING three (3) Metro owned Properties are not necessary for use by Metro and are “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended;
- B. AUTHORIZE the Chief Executive Officer to execute any necessary documents to transfer the Properties to the City of Los Angeles ("City") in support of Destination Crenshaw, with land value waived, contingent on the following
 1. City or Destination Crenshaw providing an alternative location for the bicycle parking infrastructure originally planned for the IAM Park site, including securing approved plans and permits and installing.
 2. Mutual agreement of responsibilities and use restrictions regarding the environmental mitigation program at Slauson
 3. Mutual agreement regarding Metro's obligation to replant trees under Permit No. 313929.

Destination Crenshaw Overview

Crenshaw Boulevard along Crenshaw/LAX Project



Destination Crenshaw – Metro Owned Parcel, I AM Park (2 Parcels)

3309 W. Slauson (“A” 2,369 S.F.) & 5759 11th Avenue (“B” 5,110 S.F.)



Destination Crenshaw – Metro Owned Parcel, Slauson West

3417 W. Slauson Avenue (6,983 S.F.)



Consistency with Metro's C/LAX Vision

1. Consistent with Metro's vision for TOC
2. Proximate to the C/LAX transit Corridor project
3. Constructable and ready
4. Cost effective
5. Supports the Equity Platform
6. Supports Metro's Vision 2028 Strategic Plan to transform LA County through regional collaboration and national leadership

Next Steps

Upon Board approval:

1. Negotiate an amendment to the MOA to address:
 - A. CEQA requirement for the bicycle facility
 - B. Environmental mitigation issues
 - C. Reaching an understanding on the streetscape
2. Transfer the Properties to the City with the land value waived.



Board Report

File #: 2022-0225, File Type: Formula Allocation / Local Return

Agenda Number: 13.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: LOCAL RETURN PROPOSITION A, PROPOSITION C, MEASURE R AND MEASURE M CAPITAL RESERVE

ACTION: APPROVE RECOMMENDATION

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 La Puente (Proposition C), Montebello (Proposition A), San Marino (Proposition A), and Rolling Hills (Measure R and Measure M).

ISSUE

A local jurisdiction may need additional time to accumulate sufficient funding to implement a project, or to avoid lapsing of funds. This year, similar to last year, many cities may require a lapsing extension due to the limited spending caused by project shut down during the Safer at Home Order.

BACKGROUND

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

DISCUSSION

Findings

Staff uses a First-In-First-Out (FIFO) calculation to determine if a city may be in jeopardy of losing

their Local Return Funds. Proposition A and Proposition C utilizes a “three year plus current year” period for a total of four years for the timely use of funds requirement. Measure R and Measure M utilizes 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 to allow Los Angeles County local jurisdictions to extend the life of their Local Return revenue to accommodate longer term financial and planning commitments for specific capital projects.

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

DETERMINATION OF SAFETY IMPACT

Approval of the new Capital Reserve Accounts will allow for projects such as, Transit Center, Intersection, and Street and Road improvements, that would provide for additional safety features in local communities. (See Attachment A for a detailed list of projects.)

FINANCIAL IMPACT

Adoption of staff recommendations would have no impact on the LACMTA Budget, or on LACMTA’s Financial Statements. The Capital Reserve Account funds originate from Propositions A and C, and Measures R and M funds. As specified by the ordinance, 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 LACMTA Budget as these funds have been previously disbursed to the cities.

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. Through the process of public input and engagement, 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 and 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

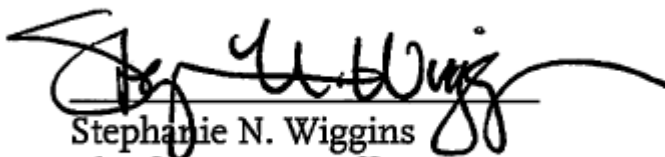
With Board approval of the recommendations, staff will negotiate and execute all necessary agreements between LACMTA and the listed cities for their Capital Reserve Accounts as approved. We will continue to monitor the accounts, including our annual Local Return audit, to ensure that the cities comply 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
Drew Phillips, Deputy Executive Officer, Finance, (213) 922-2109
Cosette Stark, Deputy Executive Officer, Finance, (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance, (213) 922-3056

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROJECT SUMMARY FOR PROPOSED NEW CAPITAL RESERVE ACCOUNTS

JURISDICTION	PROJECT	AMOUNT	FUND	AGREEMENT TERMINATION/ REVIEW DATE
City of La Puente	<p><u>Project:</u> Amar Road Complete Streets in partnership with LA County Public Works</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p>	\$3,000,000	Prop C 20% Local Return	6/30/27
City of Montebello	<p><u>Project:</u> Montebello Station Enhancement Project on the Metro L Line (Gold Line) Eastside Transit Corridor Phase 2</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p>	\$6,000,000	Prop A 25% Local Return	6/30/27
City of San Marino	<p><u>Project:</u> Huntington Drive/Sierra Hwy Blvd Bus Stop with ADA compliance</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p>	\$350,000	Prop A 25% Local Return	6/30/27
City of Rolling Hills	<p><u>Project:</u> Capital Reserves for public access, pedestrian, ADA accessibility and parking striping</p> <p><u>Justification:</u> The capital reserve will assist in the completion of this long term project and in the non-lapsing of funds</p>	\$150,000	Measure R 15% Local Return	6/30/27
		\$150,000	Measure M 17% Local Return	6/30/27

**Board Report**

File #: 2022-0194, **File Type:** Program

Agenda Number: 14.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022**

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 cost not to exceed \$23 million for the 12-month period effective August 1, 2022, to August 1, 2023.

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2022. Insurance underwriters will not commit to final pricing until roughly six weeks before our 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

Our 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 indications below are based upon current market expectations. Final pricing; however, is not available until approximately 30 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 and secure the data required to approach underwriters and obtain the most competitive coverage and pricing available.

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. Once established, an annual stewardship meeting is conducted in February to identify what data will be required including loss development, ridership projections, and revenue hour estimates. Risk

Management obtains status data including targeted completion dates of various projects to provide an accurate account of the present and future liability exposures within the agency.

Once internal data is collected, the data is 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 generally 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 that 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. And second, the number allows our broker ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

DISCUSSION

Staff and USI developed a 2022-2023 Public Entity excess liability insurance renewal strategy with the following objectives. First, our insurance underwriter marketing presentations emphasized the low risk of light rail and bus rapid transit services in addition to safety enhancements and pilot programs added over the past years in order to mitigate insurer's concerns with increased operating exposures. Second, we desired to maintain a continuing diversified mix of international and domestic insurers to maintain competition and reduce our 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 \$17.5 million for all other claims but were open to increasing our self-insured retention structure if needed to retain reasonable premium pricing.

USI is presenting Metro's submission to all potential insurers in the U.S., London, European and Bermuda markets representing over 25 carriers in order to create competition in all layers of our insurance program. Our broker communicated with principals in the markets starting in February of this year. Insurance executives both nationally and internationally articulated continuing increased underwriting discipline particularly for transportation and public entity risks. Insurers asked for detailed loss information on Metro claims and performed detailed actuarial valuations on our book of business to establish their premiums. We are awaiting final insurance quotes from carriers for the Public Entity policies from our broker.

Last year, we obtained \$300 million in Public Entity coverage with \$8 million retention for rail claims and \$10 million for all other claims with selected additional retention up to \$7.5 million. The relatively calm market we enjoyed for over 20 years changed drastically over the last four years. Extensive loss development specifically related to auto liability, caused the market to "harden" significantly the last several years resulting in less carrier capacity and higher premiums. The trend continues this year. "As we enter the second quarter of 2022, we expected to see more of a slowdown of the hard market conditions than what has materialized. Even with many carriers reporting improved loss ratios and record earnings, tightening capacity and rate increases are not quite behind us...", according to the State of the Market Q2-Q3 | 2022 report from Amwins.

USI faces many challenges in marketing Metro's liability insurance renewal. Carrier results from

public agencies, particularly in California, have been significantly worse than other states and carriers have been leaving the marketplace. A very limited pool of carriers is willing to even consider writing public entity policies. Metro is no exception primarily due to the size of our system and the fact that we are in Los Angeles County (considered to be a plaintiff-friendly jurisdiction). The loss development the carriers are experiencing on their accounts, including Metro, resulted in many of the carriers ceasing operations entirely in California, with some of them pulling out of the U.S. entirely. In 2020, Metro lost nearly \$100 million in capacity (including our lead incumbent carrier of many years). The loss in capacity resulted in Metro assuming additional risk in the first layer of coverage. Replacing retreating carriers of our program proved challenging. Metro's recent loss history has not proven stellar. Consequently, we anticipate another rate increase in our Public Entity general 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 a bifurcated program where Metro will retain an \$8 million self-insured retention on rail related risks. Our program also includes a self-insured retention of up to \$17.5 million for bus and other non-rail related risks. Carriers are not willing to insure Metro's bus operations risk for less retention. We were presented with several approaches within our bus program where Metro will retain a higher self-insured retention within the first layer to reduce our renewal premium. These quotes are still pending. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums until our renewal date.

To put our renewal into perspective, a recent Chubb benchmark report provides the following insight: "In 2021, the forces fueling liability and loss trends grew even more powerful. Social inflation -- estimated to have increased commercial auto liability claims alone by more than \$8 billion in the last decade -- is exacerbated by surging social consciousness, ideological divides, and economic inflation, with the United States experiencing its highest inflation rate increase in over forty years. Litigation funding by third-party investors seeking portions from plaintiffs' recoveries reached \$17 billion in 2021, and the attractive returns from financing commercial lawsuits, mass torts, and other cases are drawing new categories of investors and facilitating more litigation. Meaningful tort reform does not appear to be coming to the rescue." (Chubb Liability Limit Benchmark & Large Loss Profile by Industry Sector 2022).

Attachment A provides an overview of the current Public Entity program, renewal options and estimated associated premiums, and the agency's loss history. The Recommended Program, Option B, includes total limits of \$300 million with a bifurcated retention and provides terrorism coverage at all levels. Attachment B shows the tentative program carriers selected and program structure.

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 of \$18 million for this action is included in the FY23 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, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). Additional funding of \$3 million required to cover premium costs beyond FY23 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums will be included in the FY24 Budget request, 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, 300055 - Gold Line, 300066 - Rail Operations - Expo Line, 300077 - Crenshaw Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail 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. No other sources of funds were considered because these are the activities that benefit from the insurance coverage. This activity will result in an increase to operating costs from the prior fiscal year.

EQUITY PLATFORM

There are no equity impacts anticipated as a result of this action.

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

Various deductibles and limits of coverage options were considered as outlined in Attachment A for the Public Entity program of insurance. Option A maintains the current \$300 million limits and bifurcates the program to achieve self-insured retentions (SIR) for bus and non-rail operations at \$10 million plus a 50% share of losses in the primary layer plus a \$2.5 million self-insured layer and a SIR for rail operations at \$8 million without any additional share of losses. The Option B structure increases Metro’s SIR for bus and non-rail operations to \$12.5 million plus a 50% share of losses in the primary layer with no self-insured layer. Option C increases the SIR to \$15 million plus a 50% share of losses in the primary layer for bus and non-rail operations. Option B is recommended as the most cost effective while retaining a reasonable amount of risk. Option A is not recommended given the estimated 50% increase in premium expense. Option C is not recommended since the reduction in premium does not justify the increased SIR.

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, 2022.

ATTACHMENTS

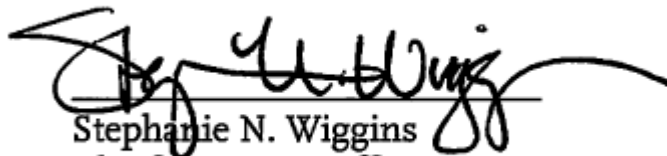
Attachment A - Options, Premiums and Loss History

Attachment B - Proposed Public Entity Carriers and Program Structure

Prepared by: Tim Rosevear, Manager, Risk Financing, (213) 922-6354

Reviewed by: Kenneth Hernandez, Deputy Chief Risk, Safety and Asset Management Officer,
(213) 922-2990

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Options, Premiums and Loss History

Public Entity Program Insurance Premium and Proposed Options

	CURRENT PROGRAM	OPTIONS (Estimated)		
		A	B	C
Self-Insured Retention (SIR)	\$8.0 mil rail, \$10.0 mil bus & other non-rail	\$8.0 mil rail, \$10.0 mil bus & other non-rail	\$8.0 mil rail, \$12.5 mil bus & other non-rail	\$8.0 mil rail, \$15.0 mil bus & other non-rail
Quota Share	Up to \$7.5 mil in \$25 mil bus & other non-rail layer	Up to \$7.5 mil in \$25 mil bus & other non-rail layer	Up to \$5.0 mil in \$25 mil bus & other non-rail layer	Up to \$5.0 mil in \$25 mil bus & other non-rail layer
Limit of Coverage	\$300 mil	\$300 mil	\$300 mil	\$300 mil
Terrorism Coverage	Yes	Yes	Yes	Yes
Premium	\$16.7 mil	\$25 mil	\$23 mil	\$22 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
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
Bus + Other Non-Rail	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil	\$10 mil	\$17.5 mil
Insurance Premium	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil	\$6.2 mil	\$14.5 mil	\$16.7 mil
Claims in Excess of Retention	0	1	1	1	1	2	1
Estimated Amount in Excess of Retention	\$0	\$10.0 mil	\$10.0 mil	\$10.0 mil	\$25.0 mil	TBD	TBD

ATTACHMENT B

Proposed Public Entity Carriers and Program Structure



USI Insurance Services
 NTE Liability Insurance Summary 2022 - 2023
 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		
				\$7,000,000	Helix		
			\$2,500,000	Arcadian			
\$265M	Excess Liability	\$10M xs \$255M		\$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	Lexington		
						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						\$23,000,000.00	

Terrorism coverage is included above.



File #: 2022-0318, File Type: Resolution

Agenda Number: 15.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 15, 2022

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

**ACTION: ADOPT FINDINGS, RECOMMENDATIONS AND RESOLUTION FOR FY 2022-23
TDA ARTICLE 8 UNMET TRANSIT NEEDS**

RECOMMENDATION

ADOPT:

- A. Findings and Recommendations (Attachment A) for allocating fiscal year (FY) 2022-23 Transportation Development Act (TDA) Article 8 funds estimated at \$37,668,206 as follows:
 - 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 \$220,402 may be used for street and road projects, or transit projects, as described in Attachment A;
 - 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 through using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$8,952,102 and \$8,658,196 (Lancaster and Palmdale, respectively) may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
 - 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 \$12,291,694 for the City of Santa Clarita may be used for street and road and/or transit, as long as their transit needs continue to be met;
 - 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 \$7,545,812 may be used for street and road purposes and/or transit, 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 process (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 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 2022-23 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.

DISCUSSION

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 2021-22 (for the FY 2022-23 allocation estimates) and Attachment H is the proposed recommendations of the FY2022-23 SSTAC.

On May 11, 2022, the TDA Article 8 Hearing Board was convened on behalf of the 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.

Upon transmittal of the Board-adopted findings and documentation of the hearings process to Caltrans Headquarters, and upon Caltrans approval, funds will be released for allocation to the eligible jurisdictions. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and C would delay the allocation of \$37,668,206 in TDA Article 8 funds to the recipient local jurisdictions.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

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 release of the funds. In April 2022, 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. Both 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.

FINANCIAL IMPACT

The TDA Article 8 funds for FY 2022-23 are estimated at \$37,668,206 (Attachment B). The funding for this action is included in the FY23 Proposed Budget in cost center 0443, project number 410059 TDA Subsidies - Article 8.

TDA Article 8 funds are state sales tax revenues that state law designates for use by Los Angeles County local jurisdictions outside of Metro's service area. Metro allocates TDA Article 8 funds based on population and disburse them monthly, once each jurisdiction's claim form is received, reviewed and approved.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2 and 4. Per state requirement, the TDA funds are allotted to the municipal and Tier II operators to support the operation of their services countywide.

Also, under this project Metro function as the regional transportation planning agency was reviewed. The findings will assist in achieving Metro's Strategic Plan Goals number 2 and 4 by improving mobility, ease of travel and safety.

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

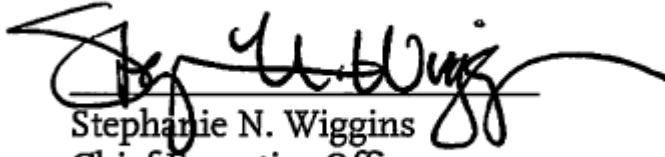
Once Caltrans reviews and approves the Board-adopted resolution and documentation of the hearing process, Metro will receive TDA Article 8 funds to allocate to the recipient local jurisdictions.

ATTACHMENTS

- A. FY23 Proposed Findings and Recommended Actions
- B. TDA Article 8 Apportionments: Estimates for FY2022-23
- C. FY2022-23 TDA Article 8 Resolution
- D. History of TDA Article 8 and Definitions of Unmet Transit Needs
- E. TDA Article 8 Public Hearing Process
- F. FY23 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public Testimony and Written Comments
- G. Summary of Recommendations and Actions Taken
- H. Proposed Recommendations of the FY2022-23 SSTAC

Prepared by: Armineh Saint, Director, Budget (213) 922-2369
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Cosette Stark, Deputy Executive Officer, Finance (213) 922-2822
Michelle Navarro, Senior Executive Officer, Finance (213) 922-3056

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



Stephanie N. Wiggins
Chief Executive Officer

FY 2022-23 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 2022 2023 TDA ARTICLE 8 APPORTIONMENTS
 (Transit/Streets & Highways)

AGENCY	POPULATION [1]	ARTICLE 8 PERCENTAGE	ALLOCATION OF TDA ARTICLE 8 REVENUE
Avalon	3,973	0.58%	\$ 220,402
Lancaster	161,372	23.762%	8,952,102
Palmdale	156,074	22.984%	8,658,196
Santa Clarita	221,572	32.6357%	12,291,694
LA County Unincorporated	[2] 136,022	<u>20.0319.99%</u>	<u>7,545,812</u>
Total	<u>679,013-680,319</u>	100.00%	<u>\$37,668,20629,346,452</u>

Estimated Revenues: \$37,668,20629,346,452

[1] Population estimates are based on State of California Department of Finance census 2021 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 2022-23**

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 Santa Clarita on April 13, 2022, Palmdale on April 13, 2022, Lancaster on April 13, 2022, Avalon on April 19, 2022, 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

ATTACHMENT C

(Page 2 of 3)

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 23, 2022.

COLETTE LANGSTON
LACMTA Board Clerk

DATED: June 23, 2022

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 2022-23 Hearing Board:

Dave Perry represented Supervisor Kathryn Barger; Steven Hofbauer, Mayor, City of Palmdale; Marvin Crist, Vice Mayor, City of Lancaster, represented the North County; Lauren Weste, Mayor, City of Santa Clarita represented Santa Clarita Valley.

Also, membership was formed on the FY 2022 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

Virtual public hearings were held by the hearing board for Lancaster, Santa Clarita and the North County area on April 13, 2022, as well as in Avalon in conjunction with the Council meeting on April 19, 2022. 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 9, 2022. Attachment H contains the SSTAC's recommendations, which were considered by the Hearing Board at its May 11, 2022, meeting.

FY2022-23 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	Morning/Evening commuter bus with limited stops to/from AV College to West Lancaster			
1.2	Service voids in west and southwest Palmdale		1	
1.3	Liked the Poppy festival special route service		1	
2	Scheduling, reliability, transfer coordination			
2.1	Route 3 and 7 to run every 30 mins			
2.2	Line one on schedule		1	
3	Bus stop or shelter			
3.1	Use of solar lighting at bus stops			
3.2	Use of visual display for upcoming routes at bus stops			
3.3	Improve bus shelters, enlarge canopy area and make them more accessible		2	
3.4	Adjust bus stop signage to improve readability by individuals in the wheelchair		1	
4	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
4.1	Easier wheelchair accessibility to services in Sierra Highway and O-8			
4.2	Funding for Sierra Highway improvements			
4.3	Improve crosswalk on 10th and O-8 street		1	
4.4	Bus pass discounts for homeless individuals		1	
5	Other, statement - Support			
5.1	Like the Track It system		1	
5.2	Lancaster Metrolink station should open the gates much earlier		1	
	Sub-total:	-	10	-

Totals -

10

Total of 10 comments extracted from verbal and written comments by 5 individuals



Board of Directors

Chairman
Marvin Crist
City of Lancaster

Vice Chair
Dianne M. Knippel
County of Los Angeles

Director
Steven D. Hofbauer
City of Palmdale

Director
Richard Loa
City of Palmdale

Director
Raj Malhi
City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Martin J. Tompkins

April 13, 2022

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 2020/2021 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2021 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. The Hearing provided no new recommendations and there were no public comments received.

As mentioned at the previous hearing, AVTA was impacted profoundly by the onset of the COVID 19 Pandemic throughout most of 2020 and 2021. Numerous projects and system enhancements were postponed as a result. Now that the agency is experiencing some relief from the COVID mandates, we felt it would be worthwhile to provide updates on projects that were in progress at the time of last year's report.

Item # 1, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA has maintained its continuity in working and coordinating with the jurisdiction partners City of Palmdale, City of Lancaster, and the County of Los Angeles, in developing new and improved transit hubs adjacent to the two Metrolink stations. The agency made dramatic capital improvements to its bus charging infrastructure and opened a new charging station at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. It was completed in March 2021. These improvements provide for increased interconnectivity with the Metrolink stations and more efficient transfers to bus routes.

Item #2, Scheduling, Reliability, Transfer Coordination: As discussed previously, AVTA commissioned a system-wide Regional Transit Study which has resulted in recommendations for system-wide improvements to routes, schedules, and overall service enhancements. Now that both ridership and operator workforce numbers are slowly recovering back up to pre-COVID levels, the agency will begin reviewing portions of the new Regional Transit Plan in 2022, with a focus on improving route connectivity and service efficiency.

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency-funded complementary paratransit service (Dial-a-Ride) in parallel to a similar service provided by LA County Access Services. Throughout 2021, AVTA encouraged its customers to use an enhanced feature for the DAR system that enables them to schedule their rides, monitor the arrival of their rides, and receive schedule updates using their smartphones. Although the traditional call center appointment method is available to customers that prefer it, or who do not own a smartphone, we have already seen appointments booked in greater numbers and with improved efficiency. AVTA's new-demand response micro-transit service in the East Los Angeles County area of the high desert, including Lake Los Angeles and Sun Village, uses an "Uber-like" hailing software to provide faster, more convenient service, reducing wait times from the current 1 ½ hour headways on the fixed-route service down to 20 to 40 minutes. The response has been extremely favorable and ridership continues to grow on this service mode. Future plans for that system include adding additional micro-transit vehicles and creating an expanded service area.

Item #4 Bus maintenance issues: By the end of 2020, AVTA's local fleet included 65 all-electric zero-emission buses and micro-transit vehicles, which logged over 4 million all-electric miles that year. In August of 2021, AVTA christened the first of 24 battery-electric zero-emission MCI commuter coaches, launching into service the first electric commuter coach in North America. By December 2021, the entire fleet was close to the 7 million mile mark and the journey to being the first 100% all-electric zero-emission transit agency was near completion. That achievement was celebrated on March 16, 2022, 18 years earlier than the requirement identified in California's important Innovative Clean Transit regulation.

Item #5 Service issues: Throughout the duration of the global COVID-19 pandemic, AVTA ridership suffered as Antelope Valley residents sought the safety of their homes and obeyed state and local lockdowns. In response to the lagging ridership, the agency made the decision to temporarily adopt a reduced Saturday Schedule for both systems in April 2021. This action allowed the agency to continue to provide service in a limited capacity until the ridership numbers began to recover. Additionally, in August 2021, AVTA eliminated five commuter morning and afternoon trips on its commuter routes to compensate for the low ridership. All normal pre-COVID service schedules were restored in September 2021.

April 13, 2022
Page 3 of 3

Community Outreach Efforts:

AVTA is dedicated to the community and to providing excellent customer service. Community outreach is a high-priority goal and we continually seek to improve our efforts.

- In 2022, AVTA will return to reviewing and implementing the year-long Regional Transit Plan (RTP) development project that was completed in 2020. This plan will be the strategic plan for the authority for the next 5 to 10 years in the future.
- In March 2021, AVTA worked with community partners to host a Spring Food Distribution, giving away groceries, fresh produce, and Easter swag bags for kids, and included on-site health professionals to answer questions related to COVID and administer vaccinations.
- In December 2021, AVTA worked with community partners to host a Holiday Food Drive and Toy Distribution, which benefitted thousands of local families in need. The toys and gifts were collected through donations to the AVTA annual Stuff-a-Bus Holiday Toy Drive.
- AVTA provided a special trip service to the Antelope Valley Fairgrounds COVID-19 vaccination center in 2021, to assist local residents in their efforts to get vaccinated and help stem the tide of the pandemic.
- In partnership with the Small Business Development Center, AVTA hosted quarterly DBE Certification Workshops (via Zoom) to help the woman and minority-owned small business owners learn how to expand their business opportunities and compete for government contracts by becoming a Disadvantaged Business Enterprise.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to addressing the transit needs in the Antelope Valley. If you have any questions, you can contact me at (661) 729-2206.

Sincerely,



Martin J. Tompkins
Executive Director/CEO



City of
SANTA CLARITA

23920 Valencia Boulevard • Santa Clarita, California 91355-2196
Phone: (661) 259-2489 • FAX: (661) 259-8125
www.santa-clarita.com

March 13, 2022

Santa Clarita Valley Area
TDA Article 8 Hearing

The City of Santa Clarita continues its efforts to promote public transportation as a viable alternative to the automobile. Because of this continued effort, the only recommendation that resulted from the 2021 TDA Article 8 hearings was for the City to continue to evaluate funding opportunities for transit services.

In the twelve months since the last hearing, the City of Santa Clarita has accomplished a number of key milestones such as:

- Completed construction on the Vista Canyon Transit Center. Despite some COVID related delays, construction was completed in late 2021.
- Continued construction of the Vista Canyon Metrolink Station. Construction began in late 2020 and is scheduled to be completed in the first quarter of 2023.
- Reintroduced the City's on-demand transit service and expanded the service area to the City boundaries. This pilot program was suspended a second time from August 2021 to November 2021 due to a second wave of COVID and staffing shortages.
- Took delivery of four CNG powered transit buses and two CNG powered Dial-A-Ride buses.
- Secured funding for the construction for Phase 1 of the hydrogen fueling infrastructure.
- Awarded a contract for the design and construction management of the hydrogen production infrastructure at the City's Transit Maintenance Facility.
- Issued a Request for Proposal (RFP) for Phase 6 of the City's bus stop improvement program. This phase included the replacement and installation of new solar powered bus arrive displays at 57 high traffic stops with the Santa Clarita Transit service area.



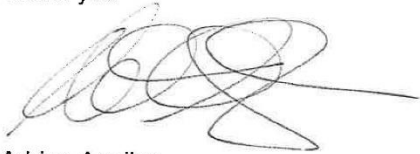
These are just a few of the accomplishments achieved by Santa Clarita Transit despite the challenges related to COVID over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Awarding a contract for the construction of a hydrogen production plant and supporting hydrogen fueling infrastructure.
- Awarding a contract for two fuel cell buses.
- Assessing the effectiveness of the City's on demand pilot program.
- Accessing the overall demand for transit services to determine how to best meet the needs of the community in a post pandemic environment.

The City of Santa Clarita will continue to take a proactive approach to addressing 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 long horizontal stroke extending to the right.

Adrian Aguilar
Transit Manager

FY 2022-23 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 #: 2022-0313, File Type: Budget

Agenda Number: 16.

FINANCE, BUDGET, AND AUDIT COMMITTEE
JUNE 15, 2022

SUBJECT: FISCAL YEAR 2022-23 TRANSIT FUND ALLOCATIONS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$2.9 billion in FY 2022-23 (FY23) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in Attachment A. These allocations comply with federal, state, and local regulations and LACMTA Board approved policies and guidelines;
- B. APPROVING fund exchanges in the estimated amount of \$3,323,653 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. APPROVING fund exchanges in the estimated amount of \$975,482 of Metro's Prop C 40% allocation with Antelope Valley, Santa Clarita, Burbank and Pasadena's shares of Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- D. APPROVING fund exchange in the amount of \$ 170,195 of Metro's TDA Article 4 allocations with La Mirada Transit's share of FY17 Federal Section 5307 and \$199,062 of Metro's TDA Article 4 allocations with Arcadia Transit's share of FY17 Federal Section 5307;
- E. APPROVING Two-year lag funding for \$842,476 to Torrance Transit, Commerce Transit, and Long Beach Transit for the transitioned services from Metro as follows:
 - 1. The transfer of Metro Line 256 to City of Commerce Municipal Bus Lines consisting of 102,930 Revenue Miles and corresponding fundings in the amount of \$184,608;
 - 2. The transfer of a portion of Metro Line 130 to Torrance Transit consisting of 231,006 Revenue Miles and corresponding funding in the amount of \$414,163;
 - 3. The transfer of the eastern segment of Metro line 130 to Long Beach Transit consisting of 135,893 Revenue Miles and corresponding funding in the amount of \$243,705;
- F. APPROVING base funding increase from \$6.0 million to \$7.4 million in FY23 for Tier 2 Operators to accommodate local fund exchanges of American Recovery Plan Act (ARPA) Funding as approved by the LACMTA Board of Directors;
- G. APPROVING the execution of \$9.2 million local fund exchanges as appropriate to implement the Board approved ARPA allocations;

- H. 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;
- I. APPROVING fund exchanges in the amount totaling \$17.1 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- J. AUTHORIZING the Chief Executive Officer to adjust FY23 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY23 budget as necessary to reflect the adjustment;
- K. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY23 Taxi Voucher component of the LIFE Program;
- 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 B);
- M. APPROVING the reallocation of \$10 million in greater than anticipated FY22 Federal Section 5307 funds, plus additional allocations of \$5 million in FY24 and \$5 million in FY26 Federal Section 5307 funds in support of Local Operators Capital Requirements (Attachment C);
- N. APPROVING fund exchange of FY22 Federal Section 5307 funds in the amount of \$10 million allocated to Local Operators with other local funds as appropriate to accelerate grant approval and disbursement of funds by the Federal Transit Administration; and
- O. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements 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 FY23 prior to fund disbursement.

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 Pasadena 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.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (LACMTA), 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. LACMTA Board approval will allow the continued funding of transportation projects, programs, and services in Los Angeles County.

DISCUSSION

In Los Angeles County, commuters continue to rely on public transit to get where they need to go, even as the COVID-19 pandemic has forced riders to maintain social distancing and other safety measures. Transit Operators have had to adapt

to a changing environment, adjusting service plans to respond to lower ridership and lack of available drivers during the pandemic which has forced agencies to cut bus service hours. In FY21, transit service levels were reduced to align service with on-street realities.

As more Americans get vaccinated and many start returning to workplaces, Metro staff believes that FY21 represents the re-baselined representation of the transit services and ridership index for LA County transit agencies. In consultation with the Bus Operations Subcommittee (BOS) members on March 15, 2022, Metro staff recommended to use FY21 vehicle service miles statistics to allocate State and Local funds and fare revenue data to be held constant at FY19 level. The current year, FY22 used a two-year average of service variables as the basis of the allocation in order to smooth the impacts of the COVID-19 pandemic. For federal grant allocations, Metro staff recommended the use of FY19 data to more accurately represent the need for future capital funding investments. BOS members concurred with Metro's recommendation on the assumption that the discussion will be continued next year to choose the best option for FY24.

Transit Fund Allocations

The recommended FY23 Transit Fund Allocations are developed according to federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board. Details of significant information, methodologies and assumptions are described in **Attachment D**.

The Tier 2 Operators Funding Program will receive \$7.4 million of funding from Proposition A 95% of 40% Discretionary growth over inflation. This allocation includes a total of \$1,353,230 in ARPA funding as approved by the LACMTA Board of Directors, and the ARPA funds will be exchanged with local funds.

The Sub-Regional Paratransit operators, Voluntary NTD Reporting agencies, Avalon Ferry, Avalon Transit Services and Hollywood Bowl Shuttle Services will receive \$ 9,206,853 in ARPA funding as approved by the LACMTA Board of Directors, and the ARPA funds will be exchanged with local funds.

At its April 2022 meeting, the BOS awarded \$360,000 a year for three years of Federal Section 5307 15% Discretionary fund to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit. Funds will be exchanged with Metro's share of the Transportation Development Act (TDA) Article 4 fund.

Staff has reviewed the recommended allocations, related methodologies and assumptions with Metro operations, transit operators, Los Angeles County local jurisdictions, Technical Advisory Committee (TAC), Bus Operations Subcommittee (BOS) and the Local Transit Systems Subcommittee (LTSS). The TAC, BOS and LTSS have all formally adopted the recommended FY23 Transit Fund Allocations.

Low Income Fares is Easy (LIFE) Program

The LIFE program, in addition to the provision of fare subsidies, provides Taxi Vouchers to individuals with short term/immediate need transit services who are otherwise unable to use fixed route transit. Taxi Vouchers and their required reimbursements to Taxi providers are managed by the program administrators and distributed to the rider, through approved agencies such as hospitals and shelters, to provide trips categorized by mobility or health limitations, urgency, or safety. Funding to accommodate Taxi reimbursements and voucher printing are to be allocated as follows: \$840,000 to FAME, and \$420,000 to IILA.

Reallocation of FY22 Actual Federal Section 5307 Capital Revenues

As a result of the Federal Infrastructure Investment and Jobs Act (IIJA), additional revenues have been allocated to Los Angeles County under Federal Section 5307 funds for FY22. This funding is estimated to equal approximately \$58.6 million, or 28%, above previously allocated levels. Staff, working with members of the BOS, Los Angeles County Municipal Operators Association (LACMOA), and the Alliance of Local Transit Operators, is recommending that \$10 million of these greater than anticipated revenues in FY22, and additional even-year allocations of \$5 million in FY24 and FY26 be made available to address 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. The currently eligible individual operators would receive an allocation approximately 23% greater than that originally approved by the Metro Board.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The FY23 Transit Fund Allocations are included in the FY23 Budget in multiple cost centers and multiple projects. Approval of these recommendations authorizes LACMTA to disburse these funds to the Los Angeles County jurisdictions and transit operators.

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 FY23 Transit Fund Allocations referenced in Attachment A are expected to provide benefits to people walking, biking, and taking transit, including those with disabilities. Further, the LIFE program is targeted to assist transit riders with lower incomes to their mobility barriers. Through the process of public input and engagement, local decision making, and project implementation, cities and unincorporated areas of the county, and transit operators are empowered to appropriately and equitably address the needs of their communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the FY23 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 LACMTA Board policies and guidelines require an annual allocation of funding to Los Angeles County jurisdictions, transit operators, and Metro Operations for programs, projects and services. Allocation methodologies and assumptions comply with federal, state, and local requirements, as well as policies and guidelines previously approved by LACMTA Board and have been agreed upon by affected operators and jurisdictions.

NEXT STEPS

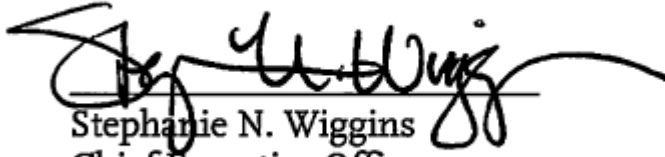
Upon Board approval of the recommended allocations and adoption of the resolution, we will work with Los Angeles County jurisdictions, transit operators, Southern California Association of Governments (SCAG) and Metro Operations to ensure the proper disbursement of funds.

ATTACHMENTS

Attachment A - FY23 Transit Fund Allocations
Attachment B - TDA and STA Resolution
Attachment C - FY22 Federal Final Actual Transit Fund Allocations
Attachment D - Summary of Significant Information, Methodologies and Assumptions

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Metro[®]

Los Angeles County Metropolitan Transportation Authority

Fiscal Year 2023
TRANSIT FUND ALLOCATIONS
Proposed

July 1, 2022 – June 30, 2023

May 17, 2022

FY 2023

FIRST DRAFT

Transit Fund Allocations

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Bus Transit Subsidies

STATE AND LOCAL FUNDS

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES

STATE AND LOCAL		FY23 Estimated Revenue	Carryover FY21 Budget vs Actual	Interest FY21 Actual	FY23 Total Funds Available	NOTE	FY22 Total Funds
Transportation Development Act:							
Planning & Administration:							
1	Planning - Metro	\$ 5,159,000			\$ 5,159,000		\$ 4,325,000
2	Planning - SCAG	3,869,250			3,869,250		3,243,750
3	Administration - Metro	3,909,692			3,909,692		3,285,455
4	Sub-total	12,937,942			12,937,942		10,854,205
5	Article 3 Pedestrian & Bikeways	2.0000% 10,059,241	1,067,999	17,074	11,144,314		8,788,481
6	Article 4 Bus Transit	91.2399% 458,902,200	48,722,058	778,935	508,403,193		401,289,100
7	Article 8 Streets & Highways	6.7601% 34,000,618	3,609,876	57,712	37,668,206		29,346,452
8	Total	515,900,000	53,399,932	853,722	570,153,654		450,278,238
Proposition A:							
9	Administration	5.0000% 51,590,000	6,660,104		58,250,104		45,393,434
10	Local Return	25.0000% 245,052,500	n/a		245,052,500	a	205,437,500
11	Rail Development	35.0000% 343,073,500	44,289,692		387,363,192		301,866,337
Bus Transit:							
12	95% of 40% Capped at CPI 3.3000%	40.0000% 269,348,521	n/a		269,348,521	b	260,743,970
13	95% of 40% Over CPI	103,131,279	n/a		103,131,279	c	84,480,330
14	Sub-total	372,479,800	-		372,479,800		345,224,300
15	5% of 40% Incentive	19,604,200	2,530,840		22,135,040		17,249,505
16	Total	1,031,800,000	53,480,636		1,085,280,636		915,171,076
Proposition C:							
17	Administration	1.5000% 15,477,000	1,998,155		17,475,155		13,618,005
18	Rail/Bus Security	5.0000% 50,816,150	6,560,610		57,376,760		44,712,448
19	Commuter Rail	10.0000% 101,632,300	13,121,220		114,753,520		89,424,897
20	Local Return	20.0000% 203,264,600	n/a		203,264,600	a	170,405,000
21	Freeways and Highways	25.0000% 254,080,750	32,803,050		286,883,800		223,562,242
22	Discretionary	40.0000% 406,529,200	52,484,880		459,014,080		357,699,587
23	Total	1,031,800,000	106,967,916		1,138,767,916		899,422,179
State Transit Assistance:							
24	Bus (PUC 99314 Rev Base Share)	59,853,013	180,083	103,150	60,136,246	d	35,067,836
25	Rail (PUC 99313 Population Share)	45,986,108	400,076	114,167	46,500,350		27,074,333
26	Total	105,839,121	580,159	217,317	106,636,596		62,142,169
SB 1 State Transit Assistance:							
27	Bus (PUC 99314 Rev Base Share)	49,664,799	489,828	84,568	50,239,195	d,e	28,102,490
28	Rail (PUC 99313 Population Share)	38,158,328	591,696	93,584	38,843,608	f	21,699,472
29	Total	87,823,127	1,081,524	178,152	89,082,803		49,801,962
SB 1 State Of Good Repair							
30	Bus (PUC 99314 Rev Base Share)	18,038,397	4,516,257	81,623	22,636,276	e	15,542,410
31	Rail (PUC 99313 Population Share)	13,859,212	3,576,090	26,357	17,461,658	f	11,927,983
32	Total	31,897,608	8,092,347	107,979	40,097,934		27,470,393

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PRELIMINARY REVENUE ESTIMATES (continued)

STATE AND LOCAL		FY23 Estimated Revenue	Carryover FY21 Budget vs Actual	Interest FY21 Actual	FY23 Total Funds Available	N O T E	FY22 Total Funds
Measure R:							
33 Administration	1.5000%	15,477,000	2,015,165	(258,844)	17,233,321		14,819,400
34 Transit Capital - "New Rail"	35.0000%	355,713,050	46,315,199	(906,990)	401,121,258		319,702,958
35 Transit Capital - Metrolink	3.0000%	30,489,690	3,969,874	60,014	34,519,578		26,767,032
36 Transit Capital - Metro Rail	2.0000%	20,326,460	2,646,583	153,650	23,126,692		17,271,842
37 Highway Capital	20.0000%	203,264,600	26,465,828	(772,268)	228,958,160		183,984,597
38 Operations "New Rail"	5.0000%	50,816,150	6,616,457	63,120	57,495,727		44,338,398
39 Operations Bus	20.0000%	203,264,600	26,465,828	542,063	230,272,491		177,536,341
40 Local Return	15.0000%	152,448,450	n/a	n/a	152,448,450	a	127,803,750
41 Total		1,031,800,000	114,494,932	(1,119,255)	1,145,175,678		912,224,319
Measure M:							
Local Return Supplemental & Administration:							
42 Administration	0.5000%	5,313,770	685,645	539	5,999,954		4,732,455
43 Supplemental transfer to Local Return	1.0000%	10,163,230	n/a	n/a	10,163,230	a,g	8,520,250
44	Sub-total	15,477,000	685,645	539	16,163,184		13,252,705
45 Local Return Base	16.0000%	162,611,680	n/a	n/a	162,611,680	a,g	136,324,000
46 Metro Rail Operations	5.0000%	50,816,150	6,556,895	64,849	57,437,894		44,203,302
47 Transit Operations (Metro & Municipal Providers)	20.0000%	203,264,600	26,227,580	419,296	229,911,476		176,931,503
48 ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	20,326,460	2,622,758	(78,078)	22,871,140		18,455,538
49 Transit Construction	35.0000%	355,713,050	45,898,264	171,867	401,783,182		321,200,916
50 Metro State of Good Repairs	2.0000%	20,326,460	2,622,758	32,331	22,981,549		17,940,323
51 Highway Construction	17.0000%	172,774,910	22,293,443	(19,169)	195,049,184		162,719,276
52 Metro Active Transportation Program	2.0000%	20,326,460	2,622,758	24,935	22,974,153		18,746,073
53 Regional Rail	1.0000%	10,163,230	1,311,379	(32,467)	11,442,142		9,134,940
54 Total		1,031,800,000	110,841,480	584,104	1,143,225,584		918,908,577
55 Total Funds Available		\$ 4,868,659,856	\$ 448,938,925	\$ 822,019	\$ 5,318,420,800		\$ 4,235,418,913
Total Planning & Admin Allocations:							
56 (Lines 4, 9, 17, 33 and 42)		\$ 100,795,712	\$ 11,359,069	\$ (258,304)	\$ 111,896,476		\$ 89,417,499

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 3.3% 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 FY23 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 is reduced by 10% due to anticipated shortfall of FY23 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.

Los Angeles County Metropolitan Transportation Authority
FY 2023 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 Ops	\$ 370,984,253	\$ 44,361,104	\$ 197,849,638	\$ 613,194,996	\$ 42,121,831	\$ 24,923,334	\$ 158,160,906	\$ -	\$ 157,912,946	\$ 34,506,408	\$ 15,501,469	\$ 1,046,321,890
Municipal Operators:													
2	Arcadia	649,251	50,043	224,140	923,435	3,858	103,344	178,418	-	178,138	38,926	17,487	1,443,606
3	Claremont	146,856	16,460	73,725	237,040	1,541	26,227	58,686	-	58,594	12,804	5,752	400,643
4	Commerce	462,628	46,268	391,840	900,736	24,796	1,244,651	164,959	-	164,700	35,990	16,168	2,551,999
5	Culver City	7,661,136	875,700	3,922,235	12,459,071	366,724	1,837,732	3,122,138	-	3,117,243	681,166	306,003	21,890,078
6	Foothill Transit	35,517,430	4,201,163	18,816,891	58,535,484	1,321,336	8,956,784	14,978,433	-	14,954,950	3,267,887	1,468,047	103,482,922
7	Gardena	7,023,418	803,274	3,597,842	11,424,535	259,483	2,218,482	2,863,918	-	2,859,428	624,829	280,695	20,531,371
8	La Mirada	288,301	12,224	54,753	355,278	2,503	19,478	43,584	-	43,515	9,509	4,272	478,138
9	Long Beach	32,053,804	3,628,053	16,493,649	52,175,505	3,057,135	9,144,335	12,935,117	-	12,914,838	2,822,091	1,267,781	94,316,801
10	Montebello	11,229,362	1,288,149	5,769,584	18,287,095	425,185	3,521,890	4,592,647	-	4,585,446	1,001,991	450,129	32,864,382
11	Norwalk	4,391,066	501,057	2,244,218	7,136,341	151,822	859,288	1,786,420	-	1,783,619	389,748	175,088	12,282,326
12	Redondo Beach	1,028,033	115,801	518,670	1,662,505	35,996	188,837	412,867	-	412,219	90,076	40,465	2,842,965
13	Santa Monica	27,832,582	3,197,272	14,320,490	45,350,345	1,088,936	5,957,484	11,399,253	-	11,381,382	2,487,007	1,117,249	78,781,655
14	Torrance	9,135,072	1,039,677	5,070,845	15,245,594	405,759	3,578,843	3,706,766	-	3,700,954	808,715	363,303	27,809,935
15	Sub-Total	137,418,939	15,775,142	71,498,883	224,692,963	7,145,074	37,657,374	56,243,205	-	56,155,028	12,270,738	5,512,439	399,676,821
Eligible Operators:													
16	Antelope Valley	-	-	5,840,121	5,840,121	198,045	1,785,658	3,577,126	-	3,571,518	780,432	350,597	16,103,496
17	LADOT	-	-	29,876,731	29,876,731	1,854,633	6,467,230	7,645,048	-	7,633,063	1,667,942	749,297	55,893,945
18	Santa Clarita	-	-	5,035,631	5,035,631	319,501	1,377,446	2,991,220	-	2,986,530	652,603	293,172	13,656,102
19	Foothill BSCP	-	-	6,467,657	6,467,657	-	599,534	1,654,985	-	1,652,391	361,073	162,206	10,897,845
20	Sub-Total	-	-	47,220,140	47,220,140	2,372,179	10,229,868	15,868,379	-	15,843,501	3,462,049	1,555,272	96,551,388
Tier 2 Operators:													
21	LADOT Community Dash	-	-	4,841,452	4,841,452	-	-	-	-	-	-	-	4,841,452
22	Glendale	-	-	1,450,906	1,450,906	-	-	-	-	-	-	-	1,450,906
23	Pasadena	-	-	962,342	962,342	-	-	-	-	-	-	-	962,342
24	Burbank	-	-	292,142	292,142	-	-	-	-	-	-	-	292,142
25	Sub-Total	-	-	7,546,842	7,546,842	-	-	-	-	-	-	-	7,546,842
26	Lynwood Trolley	-	-	-	-	-	233,639	-	-	-	-	-	233,639
27	Total Excluding Metro	137,418,939	15,775,142	126,265,865	279,459,946	9,517,253	48,120,882	72,111,584	-	71,998,530	15,732,787	7,067,710	504,008,691
28	County of Los Angeles											67,097	67,097
29	Grand Total	\$ 508,403,193	\$ 60,136,246	\$ 324,115,503	\$ 892,654,941	\$ 51,639,084	\$ 73,044,216	\$ 230,272,491	\$ -	\$ 229,911,476	\$ 50,239,195	\$ 22,636,276	\$ 1,550,397,678

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

BUS TRANSIT FUNDING PERCENTAGE SHARES

Operators	Vehicle Service Miles (VSM) FY21 Data (1)	Passenger Revenue (2)	Base Fare (2)	Fare Units (2)	Fare Units Prior to Fare Increase/decrease	Fare Units Used in FAP (3)	Sum 50% VSM + 50% Fare Units	Proposition A Base Share	DAR Cap Adjustment (4)	TDA/STA Share
Included Operators										
1 Metro Bus Ops.(5)	56,982,000	\$ 185,702,000	\$ 1.75	106,115,429	197,161,600	197,161,600	127,071,800	73.7677%	0.0000%	73.7677%
2 Arcadia DR	31,836	5,087	0.50	10,174	72,829	72,829	52,333	0.0304%	0.0000%	0.0304%
3 Arcadia MB	167,449	7,290	0.50	14,580	-	14,580	91,015	0.0528%	0.0000%	0.0528%
4 Claremont	12,460	37,700	2.50	15,080	81,840	81,840	47,150	0.0274%	0.0000%	0.0274%
5 Commerce	265,067	-	-	-	-	-	132,534	0.0769%	0.0000%	0.0769%
6 Culver City	1,343,654	2,722,099	1.00	2,722,099	3,673,208	3,673,208	2,508,431	1.4562%	0.0000%	1.4562%
7 Foothill	9,847,355	13,270,666	1.75	7,583,238	14,221,000	14,221,000	12,034,178	6.9861%	0.0000%	6.9861%
8 Gardena	898,337	2,083,161	1.00	2,083,161	3,703,600	3,703,600	2,300,969	1.3358%	0.0000%	1.3358%
9 La Mirada	34,431	35,602	1.00	35,602	-	35,602	35,017	0.0203%	0.0000%	0.0203%
10 Long Beach	4,812,562	13,370,830	1.25	10,696,664	15,972,456	15,972,456	10,392,509	6.0331%	0.0000%	6.0331%
11 Montebello	1,524,218	3,675,867	1.10	3,341,697	5,855,556	5,855,556	3,689,887	2.1421%	0.0000%	2.1421%
12 Norwalk	776,472	1,179,834	1.25	943,867	2,094,068	2,094,068	1,435,270	0.8332%	0.0000%	0.8332%
13 Redondo Beach DR	26,902	12,084	1.00	12,084	-	12,084	19,493	0.0113%	0.0000%	0.0113%
14 Redondo Beach MB	323,349	301,087	1.00	301,087	-	301,087	312,218	0.1812%	0.0000%	0.1812%
15 Santa Monica	3,655,755	11,315,000	1.25	9,052,000	14,661,333	14,661,333	9,158,544	5.3167%	0.0000%	5.3167%
16 Torrance	1,446,281	2,054,200	1.00	2,054,200	4,510,000	4,510,000	2,978,141	1.7289%	0.0000%	1.7289%
17 Sub-Total	82,148,128	235,772,507		144,980,962		262,370,843	172,259,486	100.0000%	0.0000%	100.0000%
Eligible Operators										
18 Antelope Valley	2,612,827	4,689,668	1.50	3,126,445	3,543,241	3,543,241	3,078,034	1.6684%	0.0000%	1.6684%
19 Santa Clarita	2,050,130	3,097,621	1.00	3,097,621	-	3,097,621	2,573,876	1.3951%	0.0000%	1.3951%
20 LADOT Local	2,152,230	2,802,798	0.50	5,605,596	6,727,520	6,727,520	4,439,875	2.4066%	0.0000%	2.4066%
21 LADOT Express	1,124,193	3,294,488	1.50	2,196,325	3,152,832	3,152,832	2,138,513	1.1591%	0.0000%	1.1591%
22 Foothill - BSCP	1,220,309	1,486,549	1.50	991,033	1,650,000	1,650,000	1,435,155	0.7719%	0.0000%	0.7719%
23 Sub-Total	9,159,689	15,371,124		15,017,020		18,171,214	13,665,452	7.4012%	0.0000%	7.4012%
24 Total	91,307,817	251,143,631		159,997,982		280,542,057	185,924,937			

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) In FY23, Fare units are held constant at FY19 level.

(3) 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.

(4) TDA cap of 0.25% is applied for DAR operators - Arcadia, Claremont, La Mirada and Redondo Beach DR.

(5) MTA Statistics include contracted services with LADOT for Lines 422, 601 and 602 (Consent Decree Lines), Glendale and Palos Verdes Peninsula Transit Authority (PVPTA).

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

INCLUDED & ELIGIBLE OPERATORS ESTIMATED FUNDING LEVELS

Operators	TDA & STA % Shares	TDA Article 4 plus interest			STA Rev Base Share Plus Interest	Prop A Discretionary % Shares	Prop A Discretionary Allocations ⁽²⁾	Total Formula Funds	Two Year Lag Funding ⁽³⁾	
		Allocated	Fund Exchange ⁽¹⁾	Net						
Included Operators										
1	Metro Bus Ops	73.7677%	\$ 375,037,163	\$ (4,052,910)	\$ 370,984,253	\$ 44,361,104	73.7677%	\$ 197,849,638	\$ 613,194,996	\$ (842,476)
2	Arcadia DR	0.0304%	154,453		154,453	18,269	0.0304%	81,828	254,551	
3	Arcadia MB	0.0528%	268,618	226,180	494,798	31,773	0.0528%	142,312	668,884	
4	Claremont	0.0274%	139,158	7,698	146,856	16,460	0.0274%	73,725	237,040	
5	Commerce	0.0769%	391,157	71,471	462,628	46,268	0.0769%	391,840	900,736	184,608
6	Culver City	1.4562%	7,403,333	257,803	7,661,136	875,700	1.4562%	3,922,235	12,459,071	
7	Foothill Transit	6.9861%	35,517,430	-	35,517,430	4,201,163	6.9861%	18,816,891	58,535,484	
8	Gardena	1.3358%	6,791,032	232,386	7,023,418	803,274	1.3358%	3,597,842	11,424,535	
9	La Mirada ⁽⁴⁾	0.0203%	103,347	184,954	288,301	12,224	0.0203%	54,753	355,278	
10	Long Beach ⁽⁵⁾	6.0331%	30,672,243	1,381,561	32,053,804	3,628,053	6.0331%	16,493,649	52,175,505	243,705
11	Montebello	2.1421%	10,890,259	339,103	11,229,362	1,288,149	2.1421%	5,769,584	18,287,095	
12	Norwalk	0.8332%	4,236,027	155,039	4,391,066	501,057	0.8332%	2,244,218	7,136,341	
13	Redondo Beach DR	0.0113%	57,531		57,531	6,805	0.0113%	30,480	94,816	
14	Redondo Beach MB	0.1812%	921,474	49,028	970,502	108,996	0.1812%	488,191	1,567,689	
15	Santa Monica	5.3167%	27,030,343	802,239	27,832,582	3,197,272	5.3167%	14,320,490	45,350,345	
16	Torrance	1.7289%	8,789,624	345,448	9,135,072	1,039,677	1.7289%	5,070,845	15,245,594	414,163
17	Sub-Total	100.0000%	508,403,193	-	508,403,193	60,136,246	100.0000%	269,348,521	837,887,959	
Eligible Operators										
Formula Equivalent Funded from Proposition A 95% of 40% Growth over CPI ⁽⁶⁾										
18	Antelope Valley ⁽⁷⁾	1.6684%	-	342,986	342,986	1,003,315	1.6684%	4,493,820	\$ 5,840,121	
19	Santa Clarita ⁽⁷⁾	1.3951%	-	438,884	438,884	838,980	1.3951%	3,757,767	5,035,631	
20	LADOT Local	2.4066%	12,235,077		12,235,077	1,447,221	2.4066%	6,482,060	20,164,357	
21	LADOT Express	1.1591%	5,893,153		5,893,153	697,069	1.1591%	3,122,152	9,712,375	
22	Foothill - BSCP	0.7719%	3,924,364		3,924,364	464,192	0.7719%	2,079,101	6,467,657	
23	Sub-Total	7.4012%	22,052,594	781,870	22,834,464	4,450,776	7.4012%	19,934,900	47,220,140	
24	Total FAP		\$ 508,403,193		\$ 508,403,193	\$ 60,136,246	107.4012%	\$ 269,348,521	\$ 885,108,099	\$ -
Proposition A Discretionary (95% of 40%) Growth Over CPI:										
25	Revenue								\$ 103,131,279	
Uses of Fund:										
26	Eligible Operators - Formula Equivalent Funds								47,220,140	
27	Tier 2 Operators ⁽⁸⁾								7,546,842	
28	Total Uses of Funds								54,766,982	
29	Proposition A Discretionary (95% of 40%) GOI Surplus (Shortfall)								48,364,297	
30	Backfill from (Transfer to) PC40% Discretionary								(48,364,297)	
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 3.3% 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) Included \$170,195 of the city of La Mirada and \$199,062 of the City of Arcadia's share of 5307 grants in FY17. Fund will be exchanged with Metro's TDA 4.
- (5) Funds allocated to the SCR TTC through Long Beach Transit will be exchanged with Metro's TDA share.
- (6) Formula Equivalent funds are allocated by formula to Eligible Operators in lieu of Section 9, TDA, STA and Prop A 40% Discretionary funds. Fund source is Prop A 95% of 40% growth over CPI.
- (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) Included \$1,353,230 in ARPA funding. ARPA funds will be exchanged with local funds.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 5% TRANSIT SECURITY FUNDING ALLOCATION

Operators	FY21 Unlinked Passengers	Percent of Total Unlinked Passengers	Total ⁽¹⁾
1 Antelope Valley	914,281	0.3835%	\$ 198,045
2 Arcadia	17,809	0.0075%	3,858
3 Claremont	7,114	0.0030%	1,541
4 Commerce	114,472	0.0480%	24,796
5 Culver City	1,692,993	0.7102%	366,724
6 Foothill	6,099,989	2.5588%	1,321,336
7 Gardena	1,197,912	0.5025%	259,483
8 LADOT Local/Express	8,561,969	3.5915%	1,854,633
9 La Mirada	11,555	0.0048%	2,503
10 Long Beach	14,113,352	5.9202%	3,057,135
11 Montebello	1,962,879	0.8234%	425,185
12 Norwalk	700,892	0.2940%	151,822
13 Redondo Beach DR/MB	166,176	0.0697%	35,996
14 Santa Clarita	1,474,984	0.6187%	319,501
15 Santa Monica	5,027,105	2.1087%	1,088,936
16 Torrance	1,873,197	0.7858%	405,759
17 Sub-Total	43,936,679	18.4303%	9,517,253
18 Metro Bus/Rail Ops ⁽²⁾	194,456,679	81.5697%	42,121,831
19 Total	238,393,358	100.0000%	\$ 51,639,084

Notes:

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

Estimated Revenue: \$ 57,376,760

90% Thereof: \$ 51,639,084

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION C 40% DISCRETIONARY PROGRAMS

	Operators	MOSIP			Zero-fare Compensation (1)	Foothill Transit Mitigation (2)	Transit Service Expansion	Discretionary Base Restructuring	BSIP Overcrowdin g Relief	Total
		Prop A % Share	% Share	\$ Allocation						
	INCLUDED OPERATORS									
1	Metro Bus Ops			\$ -	\$ -	\$ 12,412,094	\$ -	\$ -	\$ 12,511,239	\$ 24,923,334
2	Arcadia	0.0832%	0.2474%	64,634	-	15,102	-	-	23,608	103,344
3	Claremont	0.0274%	0.0814%	21,259	-	4,967	-	-	-	26,227
4	Commerce	0.0769%	0.2288%	59,758	900,736	13,963	-	270,194	-	1,244,651
5	Culver City	1.4562%	4.3296%	1,131,024	-	264,274	260,439	-	181,996	1,837,732
6	Foothill	6.9861%	20.7712%	5,426,076	-	-	360,470	2,163,140	1,007,098	8,956,784
7	Gardena	1.3358%	3.9715%	1,037,481	-	242,417	748,595	-	189,989	2,218,482
8	La Mirada	0.0203%	0.0604%	15,789	-	3,689	-	-	-	19,478
9	Long Beach	6.0331%	17.9376%	4,685,866	-	1,094,897	2,471,477	-	892,094	9,144,335
10	Montebello	2.1421%	6.3688%	1,663,729	-	388,746	-	1,233,930	235,485	3,521,890
11	Norwalk	0.8332%	2.4773%	647,147	-	151,212	-	-	60,928	859,288
12	Redondo Beach DR/MB	0.1926%	0.5725%	149,565	-	34,947	-	-	4,325	188,837
13	Santa Monica	5.3167%	15.8078%	4,129,485	-	964,893	-	-	863,105	5,957,484
14	Torrance	1.7289%	5.1403%	1,342,810	-	313,760	876,524	785,150	260,598	3,578,843
15	Sub-Total	26.2323%	77.9947%	20,374,623	900,736	3,492,869	4,717,505	4,452,414	3,719,227	37,657,374
	ELIGIBLE OPERATORS									
16	Antelope Valley	1.6684%	4.9605%	1,295,847	-	29,840	408,166	-	51,804	1,785,658
17	Santa Clarita	1.3951%	4.1480%	1,083,597	-	24,953	213,483	-	55,413	1,377,446
18	LADOT Local/Express	3.5657%	10.6017%	2,769,490	-	602,942	2,932,371	-	162,427	6,467,230
19	Foothill BSCP	0.7719%	2.2950%	599,534	-	-	-	-	-	599,534
20	Sub-Total	7.4012%	22.0053%	5,748,468	-	657,736	3,554,020	-	269,645	10,229,868
21	City of Lynwood Trolley						233,639	-	-	233,639
22	Total Municipal Operators	33.6335%	100.0000%	26,123,091	900,736	4,150,604	8,505,164	4,452,414	3,988,873	48,120,882
23	Total	33.6335%	100.0000%	\$ 26,123,091	\$ 900,736	\$ 16,562,699	\$ 8,505,164	\$ 4,452,414	\$ 16,500,112	\$ 73,044,216

Last Year	\$ 25,288,568		\$ 8,233,460	\$ 4,310,178	\$ 15,973,003
% Increase	3.30%		3.30%	3.30%	3.30%
Current Year	\$ 26,123,091		\$ 8,505,164	\$ 4,452,414	\$ 16,500,112

Note:

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

(2) Antelope Valley, Santa Clarita, Burbank and Pasadena's LCTOP fund 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.

Los Angeles County Metropolitan Transportation Authority
FY 2023 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	\$ Allocation
<u>Included Operators:</u>					
1 Metro Bus Ops	73.7677%	68.6842%	\$ 158,160,906	65.6344%	\$ -
2 Arcadia	0.0832%	0.0775%	178,418	0.1604%	-
3 Claremont	0.0274%	0.0255%	58,686	0.0578%	-
4 Commerce	0.0769%	0.0716%	164,959	0.3351%	-
5 Culver City	1.4562%	1.3558%	3,122,138	1.4181%	-
6 Foothill	6.9861%	6.5047%	14,978,433	8.3256%	-
7 Gardena	1.3358%	1.2437%	2,863,918	1.2453%	-
8 La Mirada	0.0203%	0.0189%	43,584	0.0648%	-
9 Long Beach	6.0331%	5.6173%	12,935,117	6.2603%	-
10 Montebello	2.1421%	1.9944%	4,592,647	1.8661%	-
11 Norwalk	0.8332%	0.7758%	1,786,420	0.6849%	-
12 Redondo Beach DR	0.0113%	0.0105%	24,262	0.3308%	-
13 Redondo Beach MB	0.1812%	0.1688%	388,605		-
14 Santa Monica	5.3167%	4.9503%	11,399,253	4.5853%	-
15 Torrance	1.7289%	1.6097%	3,706,766	1.4164%	-
<u>Eligible Operators:</u>					
16 Antelope Valley	1.6684%	1.5534%	3,577,126	1.9408%	-
17 Santa Clarita	1.3951%	1.2990%	2,991,220	1.8877%	-
18 LADOT Local	2.4066%	2.2407%	5,159,784	3.7863%	-
19 LADOT Express	1.1591%	1.0793%	2,485,264		-
20 Foothill BSCP	0.7719%	0.7187%	1,654,985		-
21 Total Municipal Operators	33.6335%	31.3158%	72,111,584	34.3656%	-
22 Total Funds Allocated	107.4012%	100.0000%	\$ 230,272,491	100.0000%	\$ -

Notes:

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 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 Ops	68.6842%	\$ 157,912,946
2 Arcadia	0.0775%	178,138
3 Claremont	0.0255%	58,594
4 Commerce	0.0716%	164,700
5 Culver City	1.3558%	3,117,243
6 Foothill	6.5047%	14,954,950
7 Gardena	1.2437%	2,859,428
8 La Mirada	0.0189%	43,515
9 Long Beach	5.6173%	12,914,838
10 Montebello	1.9944%	4,585,446
11 Norwalk	0.7758%	1,783,619
12 Redondo Beach DR	0.0105%	24,224
13 Redondo Beach MB	0.1688%	387,995
14 Santa Monica	4.9503%	11,381,382
15 Torrance	1.6097%	3,700,954
<u>Eligible Operators:</u>		
16 Antelope Valley	1.5534%	3,571,518
17 Santa Clarita	1.2990%	2,986,530
18 LADOT Local	2.2407%	5,151,695
19 LADOT Express	1.0793%	2,481,368
20 Foothill BSCP	0.7187%	1,652,391
21 Total Municipal Operators	31.3158%	71,998,530
22 Total Funds Allocated	100.0000%	\$ 229,911,476

Notes:

(1) Metro follows Measure R allocation methodology for Measure M 20% Transit Operations.

Los Angeles County Metropolitan Transportation Authority
FY 2023 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 Ops	68.6842%	\$ 34,506,408	\$ 15,501,469	\$ 50,007,877
2 Arcadia	0.0775%	38,926	17,487	56,413
3 Claremont	0.0255%	12,804	5,752	18,555
4 Commerce	0.0716%	35,990	16,168	52,157
5 Culver City	1.3558%	681,166	306,003	987,169
6 Foothill	6.5047%	3,267,887	1,468,047	4,735,934
7 Gardena	1.2437%	624,829	280,695	905,524
8 La Mirada	0.0189%	9,509	4,272	13,780
9 Long Beach	5.6173%	2,822,091	1,267,781	4,089,871
10 Montebello	1.9944%	1,001,991	450,129	1,452,119
11 Norwalk	0.7758%	389,748	175,088	564,837
12 Redondo Beach DR	0.0105%	5,293	2,378	7,671
13 Redondo Beach MB	0.1688%	84,783	38,087	122,870
14 Santa Monica	4.9503%	2,487,007	1,117,249	3,604,256
15 Torrance	1.6097%	808,715	363,303	1,172,018
<u>Eligible Operators:</u>				
16 Antelope Valley	1.5534%	780,432	350,597	1,131,028
17 Santa Clarita	1.2990%	652,603	293,172	945,774
18 LADOT Local	2.2407%	1,125,725	505,714	1,631,439
19 LADOT Express	1.0793%	542,217	243,583	785,800
20 Foothill BSCP	0.7187%	361,073	162,206	523,279
21 Total Municipal Operators	31.3158%	15,732,787	7,067,710	22,800,497
22 County of Los Angeles		-	67,097	67,097
23 Total Funds Allocated	100.0000%	\$ 50,239,195	\$ 22,636,276	\$ 72,875,471

Notes:

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

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

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

LOW CARBONTRANSIT OPERATIONS PROGRAM

Eligible Allocation Fiscal Year 2021 - 2022

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.		\$ 3,323,653	\$ 975,482	\$ 4,299,135
2 Antelope Valley ⁽³⁾	\$ 342,986		(342,986)	-
3 Arcadia	27,118	(27,118)		-
4 Claremont	7,698	(7,698)		-
5 Commerce	71,471	(71,471)		-
6 Culver City	257,803	(257,803)		-
7 Foothill Transit	-	-		-
8 Gardena	232,386	(232,386)		-
9 La Mirada	14,759	(14,759)		-
10 Long Beach	1,021,561	(1,021,561)		-
11 Montebello	339,103	(339,103)		-
12 Norwalk	155,039	(155,039)		-
13 Redondo Beach	49,028	(49,028)		-
14 Santa Clarita ⁽³⁾	438,884		(438,884)	-
15 Santa Monica	802,239	(802,239)		-
16 Torrance	345,448	(345,448)		-
17 Tier Two Operators				
18 Burbank ⁽³⁾	63,611		(63,611)	-
19 Pasadena ⁽³⁾	130,001		(130,001)	-
20 TOTAL	\$ 4,105,523	\$ -	\$ -	\$ 4,299,135

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 2023 Transit Fund Allocations

TIER 2 OPERATORS ESTIMATED FUNDING LEVELS

Operators	Vehicle Service Miles FY21 data	Passenger Revenue (1)	Base Fare (2)	Fare Units (2)	50% VSM + 50% Fare Units	% Share			
1 LADOT Community Dash	3,860,618	\$ 3,413,087	\$ 0.50	16,808,232	10,334,425	5.2002%			
2 Glendale	720,218	875,056	1.00	2,187,836	1,454,027	0.7317%			
3 Pasadena	721,701	687,525	0.75	916,700	819,201	0.4122%			
4 Burbank	209,767	189,786	1.00	189,786	199,777	0.1005%			
5 Sub-Total	5,512,304	5,165,454		20,102,554	12,807,429	6.4446%			
6 Included and Eligible Oper	91,307,817	251,143,631		159,997,982	185,924,937	93.5554%			
7 Total	96,820,121	\$ 256,309,085		180,100,536	198,732,366	100.0000%			
STA Revenue									
	% Share	TDA Article 4 + Interest	Base Share + Interest	Proposition A Discretionary	Total				
8 Funds Allocated to Included Operators		\$ 508,403,193	\$ 60,136,246	\$ 269,348,521	\$ 837,887,959				
<u>Formula Equivalent Calculation</u>									
9 LADOT Community Dash		5.2002%	\$ 26,437,841	\$ 3,127,188	\$ 14,006,587	\$ 43,571,616			
10 Glendale		0.7317%	3,719,736	439,987	1,970,691	6,130,414			
11 Pasadena		0.4122%	2,095,704	247,889	1,110,289	3,453,882			
12 Burbank		0.1005%	511,074	60,452	270,764	842,290			
13 Total		6.4446%	\$ 32,764,355	\$ 3,875,517	\$ 17,358,330	\$ 53,998,203			
Funds Allocated to Tier 2 Operators 11.11% (3)									
						MTA Allocations	ARPA Fund Allocations (4)	LCTOP fund Exchange (5)	FY23 Total Funds Available
<u>Actual Allocation</u>									
14 LADOT Community Dash		\$ 2,937,636	\$ 347,477	\$ 1,556,339	\$ 4,841,452	n/a	\$ -	\$ 4,841,452	
15 Glendale		413,318	48,889	218,973	681,180	769,726	-	1,450,906	
16 Pasadena		232,864	27,544	123,370	383,777	448,564	130,001	962,342	
17 Burbank		56,788	6,717	30,086	93,591	134,940	63,611	292,142	
18 Total		\$ 3,640,605	\$ 430,627	\$ 1,928,768	\$ 6,000,000	\$ 1,353,230	\$ 193,612	\$ 7,546,842	

	Prop A Incentive Allocation ⁽⁶⁾	Before Tier 2 GOI Allocation	GOI Allocation Deduction	Net Prop A Incentive Allocation
19 LADOT Community Dash		\$ 1,318,365	\$ (146,490)	\$ 1,171,875
20 Glendale		335,965	(37,331)	298,634
21 Pasadena		337,284	(37,477)	299,807
22 Burbank		133,444	(14,828)	118,616
23 Total		\$ 2,125,058	\$ (236,125)	\$ 1,888,932

Notes:

- (1) Fare Unit are held constant at FY19 FAP level.
- (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) ARPA funding to Burbank, Glendale and Pasadena is included for FY23. City of Los Angeles Community Dash program is anticipated to be drawn directly by City of Los Angeles DOT.
- (5) Burbank and Pasadena's LCTOP fund will be exchanged with Metro's "Foothill Mitigation" Fund. Metro will allocate Prop A Discretionary (95% of 40%) GOI fund to these operators.
- (6) Estimated - to be Adjusted to Actual apportionment.

LOCAL SUBSIDIES

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS
(In Order of Priority)

PRIORITY I: EXISTING SUB-REGIONAL PARATRANSIT PROJECTS		MTA Allocation	ARPA Allocations ⁽¹⁾	FY 23 Total Funds Available
1	Agoura Hills	\$ 66,450	\$ 70,592	\$ 137,042
2	Antelope Valley, Elderly & Disabled	337,251	356,709	693,960
3	Beverly Hills Taxi & Lift Van	-	3,994	3,994
4	Culver City Community Transit and LA County	58,867	64,250	123,117
5	Gardena, Hawthorne and LA County	194,807	204,924	399,731
6	Glendale Paratransit and La Canada Flintridge	269,419	282,601	552,019
7	Inglewood Transit and LA County	216,411	222,889	439,300
8	LA County (Whittier et al)	209,817	222,647	432,464
9	LA County (Willowbrook)	43,386	45,573	88,959
10	Los Angeles Taxi & Lift Van, City Ride ⁽¹⁾	415,976	-	415,976
11	Los Angeles Dial-a-Ride, City Ride ⁽¹⁾	1,109,084	-	1,109,084
12	Monrovia D.A.R. and LA County	103,558	113,731	217,289
13	Palos Verdes PTA D.A.R.	42,394	44,557	86,950
14	Palos Verdes PTA - PV Transit	397,850	420,134	817,984
15	Pasadena Community Transit, San Marino and LA County	478,805	502,286	981,090
16	Pomona Valley TA - E&D (Get About)	803,438	843,260	1,646,698
17	Pomona Valley TA General Public (VC)	74,883	80,123	155,006
18	Santa Clarita D.A.R.	959,631	974,059	1,933,689
19	West Hollywood (DAR)	259,246	273,325	532,571
20	West Hollywood (Taxi)	-	14,733	14,733
21	Whittier (DAR)	291,382	305,666	597,048
22	Redondo Beach Community Transit and Hermosa Beach ⁽²⁾	-	4,346	4,346
23	TOTAL EXISTING SUB-REGIONAL PARATRANSIT PROJECTS	\$ 6,332,655	\$ 5,050,398	\$ 11,383,052
PRIORITY II: SERVICES THAT RECEIVE GROWTH OVER INFLATION				
24	City of L.A. - Bus Service Continuation Project/DASH/Central City Shuttle	\$ -	\$ -	\$ -
25	Santa Clarita - Local Fixed Route	-	-	-
26	Antelope Valley - Local Fixed Route	-	-	-
27	Foothill - Bus Service Continuation Project	-	-	-
28	TOTAL SERVICES THAT RECEIVE GROWTH OVER INFLATION	\$ -	\$ -	\$ -
29	PRIORITY III: APPROVED EXISTING EXPANDED PARATRANSIT	\$ -	\$ -	\$ -
30	PRIORITY IV: APPROVED NEW EXPANDED PARATRANSIT SERVICES	\$ -	\$ -	\$ -

Los Angeles County Metropolitan Transportation Authority
FY 2023 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) FY19 NTD Report Year		Estimate	Tier 2 Deduction ⁽³⁾	MTA Allocation	ARPA Allocations ⁽¹⁾	FY 23 Total Funds Available
31	City of Alhambra (MB and DR)	\$ 117,855		\$ 117,855	\$ 123,984	\$ 241,839
32	City of Artesia (DR)	5,416		5,416	5,744	11,161
33	City of Azusa (DR)	40,761		40,761	43,058	83,820
34	City of Baldwin Park (MB and DR)	102,409		102,409	106,057	208,466
35	City of Bell (MB/DR)	24,232		24,232	25,536	49,769
36	City of Bell Gardens (MB and DR)	64,250		64,250	67,785	132,035
37	City of Bellflower (MB and DR)	41,472		41,472	44,082	85,554
38	City of Burbank (MB)*	133,444	(14,828)	114,740	121,213	235,953
39	City of Calabasas (MB and DR)	53,535		53,535	58,950	112,485
40	City of Carson (MB and DT)	190,852		190,852	201,215	392,067
41	City of Cerritos (MB)	104,000		104,000	109,430	213,430
42	City of Compton (MB)	56,550		56,550	59,542	116,091
43	City of Covina (DR)	26,765		26,765	28,025	54,791
44	City of Cudahy (MB and DR)	24,345		24,345	25,383	49,727
45	City of Downey (MB and DR)	87,898		87,898	91,941	179,839
46	City of Duarte (MB)	26,024		26,024	28,832	54,856
47	City of El Monte (MB and DR)	130,497		130,497	139,311	269,808
48	City of Glendora (MB and DR)	79,024		79,024	84,874	163,898
49	City of Glendale (MB)*	335,965	(37,331)	288,875	303,901	592,776
50	City of Huntington Park (MB)	109,324		109,324	98,850	208,174
51	City of Los Angeles -- Community DASH* (MB) (1)	1,318,365	(146,490)	1,133,577	-	1,133,577
52	City of Los Angeles -- Department of Aging (DR) (1)	171,081		171,081	-	171,081
53	LA County Dept. of Public Works -- Avocado Heights (MB)	17,009		17,009	17,928	34,936
54	LA County Dept. of Public Works -- East Valinda (MB)	19,155		19,155	20,174	39,329
55	LA County Dept. of Public Works -- East LA (MB and DR)	138,679		138,679	146,701	285,380
56	LA County Dept. of Public Works -- Willowbrook (MB)	36,015		36,015	37,660	73,676
57	LA County Dept. of Public Works -- King Medical (MB)	15,381		15,381	16,171	31,552
58	LA County Dept. of Public Works -- Athens (MB)	15,989		15,989	16,882	32,872
59	LA County Dept. of Public Works -- Lennnox (MB)	12,428		12,428	13,227	25,655
60	LA County Dept. of Public Works -- South Whittier (MB)	88,434		88,434	93,642	182,076
61	LA County Dept. of Public Works -- Florance/Firestone (MB)	24,480		24,480	22,134	46,614
62	City of Lakewood (DR)	31,729		31,729	28,689	60,419
63	City of Lawndale (MB)	34,170		34,170	35,932	70,102
64	City of Lynwood (MB)	59,293		59,293	62,365	121,658
65	City of Malibu (DT)	3,654		3,654	6,786	10,439
66	City of Manhattan Beach (DR)	21,753		21,753	22,437	44,190
67	City of Maywood (DR)	24,995		24,995	26,242	51,236
68	City of Monterey Park (MB and DR)	105,444		105,444	111,576	217,020
69	City of Pasadena (MB)*	337,284	(37,477)	290,009	302,275	592,284
70	City of Pico Rivera (DR)	8,939		8,939	9,497	18,436
71	City of Rosemead (MB and DR)	76,565		76,565	80,604	157,170
72	City of Santa fe Springs (DR)	9,217		9,217	9,191	18,408
73	City of South Gate (DT and MB)	153,141		153,141	162,051	315,192
74	City of South Pasadena (DR)	15,457		15,457	16,319	31,776
75	City of West Covina (MB and DR)	98,678		98,678	104,328	203,006
76	City of West Hollywood (MB)	50,448		50,448	52,393	102,841
77	TOTAL VOLUNTARY NTD DATA REPORTING	\$ 4,642,399	\$ (236,125)	\$ 4,344,542	\$ 3,182,919	\$ 7,527,461

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

PROPOSITION A 5% OF 40% DISCRETIONARY PROGRAMS (Continued)
(In Order of Priority)

PRIORITY VI: SPECIAL DEMONSTRATION PROJECTS		MTA Allocation	ARPA Allocations ⁽¹⁾	FY 23 Total Funds Available
78	Avalon Ferry Subsidy	\$ 700,000	\$ 476,538	\$ 1,176,538
79	Avalon Transit Services (Jitney and Dial-a-Ride)	300,000	109,874	409,874
80	Hollywood Bowl Shuttle Service	1,057,000	387,124	1,444,124
81	TOTAL SPECIAL DEMONSTRATION PROJECTS	\$ 2,057,000	\$ 973,536	\$ 3,030,536
82	Total funds	\$ 12,734,197	\$ 9,206,853	\$ 21,941,049
83	Reserves for contingencies (4)	9,400,843	-	9,400,843
84	TOTAL ESTIMATED REVENUE	\$ 22,135,040	\$ 9,206,853	\$ 31,341,892
85	Surplus (Deficit)	\$ -		

NOTES:

- (1) Operators' ARPA Allocated funding will be exchanged with local funds. City of Los Angeles ARPA funding, \$2,952,268 will be received directly from FTA.
- (2) Redondo Beach Community Transit and Hermosa Beach Dial-A-Ride are now included in FAP allocation.
- (3) Tier 2 Operators' share have been reduced by % of GOI Funding per Tier 2 Operators Funding Program.
- (4) 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 2023 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2021 data ⁽¹⁾	Population as % of County	Proposition A Local Return Estimate ⁽²⁾	Proposition C Local Return Estimate ⁽²⁾	Measure R Local Return Estimate ⁽²⁾	Measure M Local Return Estimate	TDA Article 3 Ped & Bike (A)	TDA Article 8 (S & H)		Total
								Population	Article 8 Allocation	
1 AGOURA HILLS	20,457	0.2037%	\$ 499,085	\$ 413,978	\$ 310,483	\$ 351,881	\$ 19,266		\$ -	\$ 1,594,694
2 ALHAMBRA	86,258	0.8588%	2,104,418	1,745,559	1,309,170	1,483,725	81,208			6,724,080
3 ARCADIA	57,660	0.5740%	1,406,719	1,166,836	875,127	991,811	54,287			4,494,780
4 ARTESIA	16,484	0.1641%	402,157	333,578	250,184	283,542	15,526			1,284,987
5 AVALON	3,973	0.0396%	96,928	80,400	60,300	68,340	5,000	3,973	220,402	531,369
6 AZUSA	49,587	0.4937%	1,209,763	1,003,467	752,600	852,947	46,688			3,865,465
7 BALDWIN PARK	75,935	0.7560%	1,852,570	1,536,658	1,152,494	1,306,159	71,490			5,919,371
8 BELL	36,319	0.3616%	886,067	734,969	551,227	624,724	34,198			2,831,185
9 BELLFLOWER	77,458	0.7712%	1,889,726	1,567,478	1,175,609	1,332,357	72,924			6,038,094
10 BELL GARDENS	42,233	0.4205%	1,030,349	854,648	640,986	726,451	39,765			3,292,199
11 BEVERLY HILLS	33,399	0.3325%	814,828	675,879	506,909	574,497	31,449			2,603,562
12 BRADBURY	1,045	0.0104%	25,495	21,147	15,860	17,975	5,000			85,477
13 BURBANK	103,969	1.0351%	2,536,510	2,103,968	1,577,976	1,788,373	97,880			8,104,706
14 CALABASAS	24,341	0.2423%	593,842	492,576	369,432	418,690	22,922			1,897,463
15 CARSON	91,668	0.9126%	2,236,405	1,855,039	1,391,279	1,576,783	86,300			7,145,806
16 CERRITOS	50,048	0.4983%	1,221,010	1,012,796	759,597	860,877	47,122			3,901,402
17 CLAREMONT	35,707	0.3555%	871,136	722,584	541,938	614,197	33,622			2,783,477
18 COMMERCE	12,792	0.1274%	312,084	258,865	194,149	220,035	12,051			997,184
19 COMPTON	97,775	0.9734%	2,385,396	1,978,623	1,483,967	1,681,830	92,049			7,621,865
20 COVINA	48,833	0.4862%	1,191,368	988,209	741,156	839,977	45,978			3,806,689
21 CUDAHY	23,750	0.2364%	579,424	480,617	360,463	408,524	22,366			1,851,393
22 CULVER CITY	39,805	0.3963%	971,114	805,514	604,135	684,687	37,479			3,102,929
23 DIAMOND BAR	56,717	0.5647%	1,383,713	1,147,753	860,815	975,590	53,399			4,421,270
24 DOWNEY	111,425	1.1093%	2,718,412	2,254,851	1,691,138	1,916,624	104,899			8,685,924
25 DUARTE	21,457	0.2136%	523,482	434,214	325,661	369,082	20,208			1,672,647
26 EL MONTE	116,465	1.1595%	2,841,372	2,356,843	1,767,632	2,003,317	109,643			9,078,807
27 EL SEGUNDO	16,660	0.1659%	406,450	337,140	252,855	286,569	15,692			1,298,706
28 GARDENA	60,344	0.6008%	1,472,200	1,221,151	915,863	1,037,978	56,814			4,704,006
29 GLENDALE	203,834	2.0293%	4,972,895	4,124,885	3,093,664	3,506,152	191,887			15,889,483
30 GLENORA	51,540	0.5131%	1,257,410	1,042,989	782,242	886,541	48,526			4,017,707
31 HAWAIIAN GARDENS	14,467	0.1440%	352,948	292,761	219,571	248,847	13,628			1,127,755
32 HAWTHORNE	86,999	0.8661%	2,122,496	1,760,555	1,320,416	1,496,471	81,905			6,781,843
33 HERMOSA BEACH	19,451	0.1936%	474,542	393,620	295,215	334,577	18,319			1,516,273
34 HIDDEN HILLS	1,913	0.0190%	46,671	38,712	29,034	32,906	5,000			152,323
35 HUNTINGTON PARK	58,937	0.5868%	1,437,873	1,192,678	894,509	1,013,776	55,489			4,594,326

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2020 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)	427	0.0043%	10,417	8,641	6,481	7,345	-			32,884
37 INGLEWOOD	110,159	1.0967%	2,687,526	2,229,232	1,671,924	1,894,847	103,707			8,587,235
38 IRWINDALE	1,441	0.0143%	35,156	29,161	21,871	24,787	5,000			115,974
39 LA CANADA-FLINTRIDGE	20,194	0.2010%	492,669	408,656	306,492	347,357	19,019			1,574,192
40 LA HABRA HEIGHTS	5,451	0.0543%	132,987	110,309	82,732	93,763	5,140			424,931
41 LAKEWOOD	80,218	0.7986%	1,957,061	1,623,331	1,217,498	1,379,831	75,522			6,253,244
42 LA MIRADA	48,631	0.4842%	1,186,440	984,121	738,091	836,503	45,788			3,790,942
43 LANCASTER	161,372	1.6066%	3,936,958	3,265,603	2,449,202	2,775,763	151,916	161,372	8,952,102	21,531,545
44 LA PUENTE	40,087	0.3991%	977,994	811,220	608,415	689,537	37,745			3,124,912
45 LA VERNE	33,084	0.3294%	807,143	669,504	502,128	569,079	31,153			2,579,007
46 LAWDALE	32,710	0.3257%	798,019	661,936	496,452	562,645	30,801			2,549,852
47 LOMITA	20,431	0.2034%	498,451	413,452	310,089	351,434	19,242			1,592,667
48 LONG BEACH	467,730	4.6566%	11,411,109	9,465,215	7,098,911	8,045,432	440,304			36,460,972
49 LOS ANGELES CITY	3,923,341	39.0598%	95,716,914	79,394,661	59,545,996	67,485,462	4,193,800			306,336,833
50 LYNWOOD	69,880	0.6957%	1,704,847	1,414,126	1,060,595	1,202,007	65,790			5,447,366
51 MALIBU	11,537	0.1149%	281,466	233,468	175,101	198,448	10,869			899,353
52 MANHATTAN BEACH	35,058	0.3490%	855,303	709,451	532,088	603,033	33,011			2,732,886
53 MAYWOOD	27,670	0.2755%	675,059	559,944	419,958	475,952	26,056			2,156,969
54 MONROVIA	38,479	0.3831%	938,764	778,680	584,010	661,878	36,231			2,999,563
55 MONTEBELLO	62,914	0.6264%	1,534,899	1,273,159	954,869	1,082,185	59,233			4,904,345
56 MONTEREY PARK	60,380	0.6011%	1,473,078	1,221,879	916,410	1,038,598	56,848			4,706,812
57 NORWALK	105,393	1.0493%	2,571,251	2,132,785	1,599,588	1,812,867	99,220			8,215,711
58 PALMDALE	156,074	1.5538%	3,807,704	3,158,390	2,368,793	2,684,632	146,929	156,074	8,658,196	20,824,644
59 PALOS VERDES ESTATES	13,286	0.1323%	324,136	268,862	201,647	228,533	12,516			1,035,693
60 PARAMOUNT	55,200	0.5496%	1,346,703	1,117,054	837,791	949,496	51,971			4,303,015
61 PASADENA	145,306	1.4466%	3,544,999	2,940,484	2,205,363	2,499,411	136,792			11,327,050
62 PICO RIVERA	63,157	0.6288%	1,540,828	1,278,076	958,557	1,086,365	59,462			4,923,288
63 POMONA	151,319	1.5065%	3,691,697	3,062,166	2,296,624	2,602,841	142,453			11,795,781
64 RANCHO PALOS VERDES	41,541	0.4136%	1,013,467	840,644	630,483	714,548	39,114			3,238,255
65 REDONDO BEACH	66,484	0.6619%	1,621,996	1,345,403	1,009,052	1,143,593	62,594			5,182,637
66 ROLLING HILLS	1,866	0.0186%	45,524	37,761	28,321	32,097	5,000			148,704
67 ROLLING HILLS ESTATES	8,098	0.0806%	197,565	163,875	122,906	139,294	7,632			631,273
68 ROSEMEAD	54,229	0.5399%	1,323,013	1,097,405	823,054	932,794	51,057			4,227,323
69 SAN DIMAS	34,003	0.3385%	829,564	688,101	516,076	584,886	32,018			2,650,645
70 SAN FERNANDO	24,754	0.2464%	603,918	500,934	375,701	425,794	23,311			1,929,658

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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

LOCAL JURISDICTION	Population DOF Report 2020 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	39,945	0.3977%	974,530	808,347	606,260	687,095	37,611			3,113,842
72 SAN MARINO	12,961	0.1290%	316,207	262,285	196,714	222,942	12,210			1,010,358
73 SANTA CLARITA	221,572	2.2059%	5,405,645	4,483,840	3,362,880	3,811,264	208,585	221,572	12,291,694	29,563,908
74 SANTA FE SPRINGS	18,129	0.1805%	442,289	366,867	275,151	311,837	17,075			1,413,219
75 SANTA MONICA	92,968	0.9256%	2,268,120	1,881,346	1,411,010	1,599,144	87,524			7,247,145
76 SIERRA MADRE	10,655	0.1061%	259,948	215,620	161,715	183,277	10,039			830,599
77 SIGNAL HILL	11,617	0.1157%	283,417	235,087	176,316	199,824	10,945			905,589
78 SOUTH EL MONTE	21,296	0.2120%	519,554	430,956	323,217	366,313	20,056			1,660,097
79 SOUTH GATE	96,553	0.9613%	2,355,583	1,953,894	1,465,421	1,660,810	90,899			7,526,606
80 SOUTH PASADENA	25,668	0.2555%	626,217	519,430	389,573	441,516	24,172			2,000,907
81 TEMPLE CITY	36,225	0.3606%	883,774	733,067	549,800	623,107	34,109			2,823,857
82 TORRANCE	144,832	1.4419%	3,533,435	2,930,892	2,198,169	2,491,258	136,346			11,290,100
83 VERNON	295	0.0029%	7,197	5,970	4,477	5,074	5,000			27,718
84 WALNUT	29,835	0.2970%	727,878	603,756	452,817	513,192	28,094			2,325,737
85 WEST COVINA	105,593	1.0513%	2,576,130	2,136,832	1,602,624	1,816,307	99,409			8,231,302
86 WEST HOLLYWOOD	36,125	0.3597%	881,334	731,043	548,282	621,387	34,015			2,816,062
87 WESTLAKE VILLAGE	8,180	0.0814%	199,566	165,535	124,151	140,704	7,709			637,665
88 WHITTIER	86,196	0.8581%	2,102,905	1,744,305	1,308,229	1,482,659	81,149			6,719,247
89 UNINCORP LA COUNTY	1,024,204	10.1967%	24,987,287	20,726,297	15,544,723	17,617,352	2,132,146	136,022	7,545,812	88,553,616
TOTAL	10,044,458	100.0000%	\$ 245,052,500	\$ 203,264,600	\$ 152,448,450	\$ 172,774,910	\$ 11,144,314	679,013	\$ 37,668,206	\$ 822,352,980

Note:

(1) Population estimates are based on State of California Department of Finance's (DOF) 2021 population estimates. The Unincorporated Population figure for TDA Article 8 is based on 2007 estimates by Urban Research.

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

TDA Article 3 Allocation:

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

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

Bus Transit Subsidies FEDERAL FORMULA GRANTS

FEDERAL FORMULA GRANTS REVENUE ESTIMATES ^{(1),(2)}

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

1	Section 5307 Urbanized Area Formula Grants:		
	Estimated Revenue		\$ 328,000,000
2	Estimated Revenue	\$ 328,000,000	
3	Off the Top: 1% Enhancement Allocation	<u>(3,280,000)</u>	
4		<u>\$ 324,720,000</u>	
5	85% Formula Allocation	\$ 276,012,000	
6	15% Discretionary Allocation	<u>48,708,000</u>	
7		<u>\$ 324,720,000</u>	
8	Section 5339 Bus and Bus Facilities Formula Grants:		
	Estimated Revenue		\$ 33,318,249
	Section 5337 State of Good Repair (LA County Share of LA UZA 2):		
	High Intensity Fixed Guideway:		
9	Directional Route Miles (DRM) Generated	\$ 42,476,661	
10	Vehicle Revenue Miles (VRM) Generated	<u>73,606,447</u>	
11		<u>\$ 116,083,108</u>	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 3,232,135	
13	Vehicle Revenue Miles (VRM) Generated	<u>4,031,361</u>	
14		<u>\$ 7,263,496</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 123,346,604
16	Total Federal Formula Funds Available		\$ 484,664,853

Note:

(1) Funding based on assumption of full Congressional authorization of the Infrastructure Investment and Jobs Act (IIJA).

(2) Fund allocations are based on FY19 TPM data.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

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	
Included Operators:										
1 Metro Bus Ops	\$ 211,493,706	\$ (16,778,676)	\$ 194,715,030	\$ 22,532,573	\$ 10,785,676	\$ 33,318,249	\$ 116,993,604	\$ 6,353,000	\$ 123,346,604	\$ 351,379,883
Municipal Operators:										
2 Arcadia	456,196	55,069	511,265	55,069	(55,069)	-	-	-	-	511,265
3 Claremont	164,402	19,846	184,248	19,846	(19,846)	-	-	-	-	184,248
4 Commerce	978,650	115,058	1,093,708	115,058	(115,058)	-	-	-	-	1,093,708
5 Culver City	7,324,953	486,828	7,811,781	486,828	(486,828)	-	-	-	-	7,811,781
6 Foothill Transit	27,204,297	7,286,368	34,490,665	2,858,228	(2,858,228)	-	4,428,140	(4,428,140)	-	34,490,665
7 Gardena	4,352,007	427,510	4,779,517	427,510	(427,510)	-	-	-	-	4,779,517
8 La Mirada	184,389	22,258	206,647	22,258	(22,258)	-	-	-	-	206,647
9 Long Beach	22,011,643	1,996,140	24,007,783	2,149,202	(2,149,202)	-	206,938	(206,938)	-	24,007,783
10 Montebello	7,711,188	640,625	8,351,813	640,625	(640,625)	-	-	-	-	8,351,813
11 Norwalk	2,756,712	235,117	2,991,829	235,117	(235,117)	-	-	-	-	2,991,829
12 Redondo Beach	940,777	113,564	1,054,342	113,564	(113,564)	-	-	-	-	1,054,342
13 Santa Monica	22,529,374	1,675,036	24,204,410	1,574,147	(1,574,147)	-	100,889	(100,889)	-	24,204,410
14 Torrance	4,028,127	486,247	4,514,374	486,247	(486,247)	-	-	-	-	4,514,374
15 Sub-Total	100,642,715	13,559,666	114,202,381	9,183,699	(9,183,699)	-	4,735,967	(4,735,967)	-	114,202,381
Eligible Operators:										
16 Antelope Valley	318,639	724,580	1,043,220	38,464	(38,464)	-	686,116	(686,116)	-	1,043,220
17 LADOT	13,360,651	2,230,757	15,591,409	1,299,841	(1,299,841)	-	930,917	(930,917)	-	15,591,409
18 Santa Clarita	2,184,288	263,672	2,447,960	263,672	(263,672)	-	-	-	-	2,447,960
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	15,863,579	3,219,010	19,082,588	1,601,977	(1,601,977)	-	1,617,033	(1,617,033)	-	19,082,588
21 Total Excluding Metro	116,506,294	16,778,676	133,284,970	10,785,676	(10,785,676)	-	6,353,000	(6,353,000)	-	133,284,970
22 Grand Total	\$ 328,000,000	\$ -	\$ 328,000,000	\$ 33,318,249	\$ -	\$ 33,318,249	\$ 123,346,604	\$ -	\$ 123,346,604	\$ 484,664,853

Note: Totals may not add due to rounding.

(1) FY23 Allocations are based on FY19 statistics.

Los Angeles County Metropolitan Transportation Authority
FY 2023 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	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
				Project Title	\$ Amount	Project Title	\$ Amount				
1	Antelope Valley	0.1154%	\$ 318,639					\$ 318,639		\$ 724,580	\$ 1,043,220
2	Arcadia	0.1653%	456,196					456,196		55,069	511,265
3	Claremont	0.0596%	164,402					164,402		19,846	184,248
4	Commerce	0.3453%	953,153			Bus Stop Improvements	25,497	978,650		115,058	1,093,708
5	Culver City	1.4611%	4,032,937	Purchase of Ten Battery Electric Buses	2,837,416	Transit Center Shelter and Ticketing Improvement	454,600	7,324,953		486,828	7,811,781
6	Foothill Transit	8.5786%	23,677,870	Zero Emission Bus Infrastructure	3,398,428	Bus Stop Enhancement Program	128,000	27,204,297		7,286,368	34,490,665
7	Gardena	1.2831%	3,541,541	Purchase (7) 40-foot Zero Emission Buses	698,466	Bus Stop Seating Project	112,000	4,352,007		427,510	4,779,517
8	LADOT	3.9013%	10,768,020	Replace (3) CNG Buses	2,592,631			13,360,651		2,230,757	15,591,409
9	La Mirada	0.0668%	184,389					184,389		22,258	206,647
10	Long Beach Transit	6.4505%	17,804,227	LBT1 Facility Modernization Project	3,237,416	Bus Improvements for Phase 3	610,000	22,011,643 (2)	(360,000)	2,356,140	24,007,783
			SCR TTC/Southern California Regional Transit Training Consortium	360,000							
11	Montebello	1.9227%	5,307,010	Replace (5) gasoline hybrid buses with hydrogen fuel cell	2,404,178			7,711,188		640,625	8,351,813
12	Metro Bus Ops.	67.6283%	186,662,290	Charging Infrastructure Project	24,211,416	E-Paper/Bus Stop Electronic Display Project	620,000	211,493,706 (2)	360,000	(17,138,676)	194,715,030
13	Norwalk	0.7057%	1,947,732	Transportation Facility Improvements (Phase III)	808,980			2,756,712		235,117	2,991,829
14	Redondo Beach	0.3408%	940,777					940,777		113,564	1,054,342
15	Santa Clarita	0.7914%	2,184,288					2,184,288		263,672	2,447,960
	Santa Monica	4.7246%	13,040,402	Purchase Ten Zero-Emission Battery Electric Buses	8,642,104	Bus Stop Improvements	846,868	22,529,374		1,675,036	24,204,410
16	Torrance	1.4594%	4,028,127					4,028,127		486,247	4,514,374
17	TOTAL	100.0000%	\$ 276,012,000		\$ 49,191,035		\$ 2,796,965	\$ 328,000,000	\$ -	\$ -	\$ 328,000,000

Notes: Total may not add due to rounding.

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

(2) First year of three years' 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.

Los Angeles County Metropolitan Transportation Authority
FY 2023 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)	462.9	99.763%	\$ 42,375,962	27,318,023	98.591%	\$ 72,569,654	\$ 114,945,616	\$ 1,137,492	\$ 116,083,108
2	Long Beach Transit	0.5	0.108%	45,772	60,669	0.219%	161,166	206,938	(206,938)	-
3	Santa Monica	0.6	0.129%	54,927	17,302	0.062%	45,962	100,889	(100,889)	-
4	Foothill Transit	-	0.000%	-	312,318	1.127%	829,665	829,665	(829,665)	-
5	Sub-total	464.0	100.000%	42,476,661	27,708,312	100.000%	73,606,447	116,083,108	-	116,083,108
High Intensity Motorbus:										
6	Antelope Valley	23.6	15.003%	484,923	110,163	4.991%	201,193	686,116	(686,116)	-
7	Foothill Transit	39.4	25.048%	809,575	1,527,057	69.180%	2,788,900	3,598,475	(3,598,475)	-
8	LADOT	35.1	22.314%	721,220	114,819	5.202%	209,697	930,917	(930,917)	-
9	Metro Bus Ops.	59.2	37.635%	1,216,417	455,325	20.628%	831,571	2,047,988	5,215,508	7,263,496
10	Sub-total	157.3	100.00%	3,232,135	2,207,364	100.000%	4,031,361	7,263,496	-	7,263,496
11	Total LA County Share - UZA 2	621.30		\$ 45,708,796	29,915,676	200.000%	\$ 77,637,808	\$ 123,346,604	\$ -	\$ 123,346,604

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 2023 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	0.1154%	\$ 38,464	\$ (38,464)	\$ -
2	Arcadia	0.1653%	55,069	(55,069)	-
3	Claremont	0.0596%	19,846	(19,846)	-
4	Commerce	0.3453%	115,058	(115,058)	-
5	Culver City	1.4611%	486,828	(486,828)	-
6	Foothill	8.5786%	2,858,228	(2,858,228)	-
7	Gardena	1.2831%	427,510	(427,510)	-
8	LADOT	3.9013%	1,299,841	(1,299,841)	-
9	La Mirada	0.0668%	22,258	(22,258)	-
10	Long Beach	6.4505%	2,149,202	(2,149,202)	-
11	Montebello	1.9227%	640,625	(640,625)	-
12	Metro Bus Ops.	67.6283%	22,532,573	10,785,676	33,318,249
13	Norwalk	0.7057%	235,117	(235,117)	-
14	Redondo Beach	0.3408%	113,564	(113,564)	-
15	Santa Clarita	0.7914%	263,672	(263,672)	-
16	Santa Monica	4.7246%	1,574,147	(1,574,147)	-
17	Torrance	1.4594%	486,247	(486,247)	-
18	TOTAL	100.0000%	\$ 33,318,249	\$ -	\$ 33,318,249

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 2023 Transit Fund Allocations

**Federal Section 5307 Capital Allocation
FISCAL YEAR 2023**

CAPITAL ALLOCATION % SHARE CALCULATION

	OPERATOR	MILEAGE CALCULATION (FY19 data)				ACTIVE FLEET CALCULATION (FY19 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	2,446,104	1,358,830	2,011,194	0.8153%	80	71	80.0	0	0.0	80.0	0.6989%
2	Arcadia DR	103,481	-	62,089	0.0252%	0	0	0.0	102	2.3	2.3	0.0203%
3	Arcadia MB	188,621	-	113,173	0.0459%	8	6	7.2	0	0.0	7.2	0.0629%
4	Claremont	48,300	-	28,980	0.0117%	0	0	0.0	218	5.0	5.0	0.0433%
5	Commerce	475,304	-	285,182	0.1156%	19	15	18.0	48	1.1	19.1	0.1668%
6	Culver City	1,832,828	-	1,099,697	0.4458%	54	44	52.8	0	0.0	52.8	0.4613%
7	Foothill Transit	10,319,428	6,972,134	8,980,510	3.6405%	347	303	347.0	0	0.0	347.0	3.0316%
8	Gardena	1,770,445	-	1,062,267	0.4306%	54	43	51.6	0	0.0	51.6	0.4508%
9	LADOT	2,982,484	2,943,835	2,967,024	1.2028%	199	170	199.0	0	0.0	199.0	1.7386%
10	La Mirada	73,476	-	44,086	0.0179%	0	0	0.0	208	4.7	4.7	0.0413%
11	Long Beach	8,195,601	-	4,917,361	1.9934%	234	196	234.0	40	0.9	234.9	2.0523%
12	Montebello	2,466,913	77,933	1,511,321	0.6127%	72	67	72.0	40	0.9	72.9	0.6370%
13	Metro Bus Ops.	82,830,000	5,360,000	51,842,000	21.0156%	2,419	1,963	2,355.6	0	0.0	2,355.6	20.5803%
14	Norwalk	1,089,677	-	653,806	0.2650%	34	24	28.8	0	0.0	28.8	0.2516%
15	Redondo Beach	487,557	-	292,534	0.1186%	20	14	16.8	75	1.7	18.5	0.1617%
16	Santa Clarita	2,249,325	1,086,067	1,784,022	0.7232%	83	69	82.8	0	0.0	82.8	0.7234%
17	Santa Monica	5,417,000	242,000	3,347,000	1.3568%	196	166	196.0	0	0.0	196.0	1.7124%
18	Torrance	1,634,000	613,000	1,225,600	0.4968%	56	48	56.0	48	1.1	57.1	0.4988%
19	TOTAL	124,610,544	18,653,799	82,227,846	33.3333%	3,875	3,199	3,797.6	779	17.7	3,815.3	33.3333%

Notes:

Include only MTA Funded Programs:

(1) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode MB), Number of Active Vehicles in Fleet". LADOT's total active vehicles is reported separately.

(2) Source: NTD Report Form S-10 "Service Non-Rail (Mode MB), Vehicles Operated in Annual Maximum Service". LADOT's figure is from TPM excluding Community Dash.

(3) Source: NTD Report Form A-30 "Vehicle Inventory Report (Mode DR), Seating Capacity". Redondo Beach's Seating Capacity is apportioned between FAP and non-FAP vehicles.

Los Angeles County Metropolitan Transportation Authority
FY 2023 Transit Fund Allocations

**Federal Section 5307 Capital Allocation
FISCAL YEAR 2023**

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

	OPERATOR	FARE UNITS (FY19 data)				UNLINKED PASSENGERS (FY19 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	\$4,706,264	\$ 1.50	3,137,509	0.3188%	2,301,868	0.1078%	1.9408%	-1.8253%	0.1154%
2	Arcadia DR	5,087	0.50	10,174	0.0010%	22,841	0.0011%	0.0475%	0.0014%	0.0490%
3	Arcadia MB	7,526	0.50	15,052	0.0015%	54,902	0.0026%	0.1129%	0.0034%	0.1163%
4	Claremont	37,700	2.50	15,080	0.0015%	26,500	0.0012%	0.0578%	0.0018%	0.0596%
5	Commerce (1)	-	-	309,059	0.0314%	455,961	0.0213%	0.3351%	0.0102%	0.3453%
6	Culver City	2,908,933	1.00	2,908,933	0.2955%	4,600,876	0.2154%	1.4181%	0.0431%	1.4611%
7	Foothill	16,079,595	1.50	10,719,730	1.0891%	12,053,307	0.5644%	8.3256%	0.2529%	8.5786%
8	Gardena	2,235,072	1.00	2,235,072	0.2271%	2,920,856	0.1368%	1.2453%	0.0378%	1.2831%
9	LADOT	6,411,286	1.50	4,274,191	0.4343%	8,769,797	0.4106%	3.7863%	0.1150%	3.9013%
10	La Mirada	35,602	1.00	35,602	0.0036%	43,686	0.0020%	0.0648%	0.0020%	0.0668%
11	Long Beach	13,854,161	1.25	11,083,329	1.1260%	23,248,158	1.0886%	6.2603%	0.1902%	6.4505%
12	Montebello	3,972,587	1.10	3,611,443	0.3669%	5,328,407	0.2495%	1.8661%	0.0567%	1.9227%
13	Metro Bus Ops.	191,776,000	1.75	109,586,286	11.1338%	275,603,000	12.9047%	65.6344%	1.9939%	67.6283%
14	Norwalk	1,246,966	1.25	997,573	0.1014%	1,427,804	0.0669%	0.6849%	0.0208%	0.7057%
15	Redondo Beach	328,405	1.00	328,405	0.0334%	366,810	0.0172%	0.3308%	0.0100%	0.3408%
16	Santa Clarita	3,159,143	1.00	3,159,143	0.3210%	2,565,484	0.1201%	1.8877%	-1.0963%	0.7914%
17	Santa Monica	11,431,000	1.25	9,144,800	0.9291%	12,536,000	0.5870%	4.5853%	0.1393%	4.7246%
18	Torrance	2,473,000	1.00	2,473,000	0.2513%	3,620,000	0.1695%	1.4164%	0.0430%	1.4594%
19	TOTAL	\$260,668,327		164,044,380	16.6667%	355,946,257	16.6667%	100.0000%	0.0000%	100.0000%

Note:

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

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

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

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2022-2023 FOR LOCAL TRANSPORTATION, TRANSPORTATION DEVELOPMENT ACT, AND STATE TRANSIT ASSISTANCE FUND ALLOCATIONS

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

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

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

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

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

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

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

**Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations**

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

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

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

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

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

NOW THEREFORE,

- 1.0 The LACMTA Board of Directors approves the allocation of TDA and STA for the Fiscal Year 2022-23 to each claimant for each of the purposes as specified in Attachments A.
- 2.0 The Board of Directors hereby finds that a claimant's proposed expenditures are in conformity with the Regional Transportation Plan., the level of passenger fares and charges is sufficient to enable the operator or transit service claimant to meet the fare revenue requirements; the claimant is making full use of federal funds

**Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations**

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

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

CERTIFICATION

The undersigned, duly qualified and acting as the Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on June 2022.

COLLETTE LANGSTONE
Board Secretary

DATED:
(SEAL)

Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022

ATTACHMENT C



Bus Transit Subsidies

FEDERAL FORMULA GRANTS

Fiscal Year 2022

PROPOSED

Final Actual Allocations

June 07, 2022

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FY 2022 FEDERAL FORMULA GRANTS ACTUAL REVENUE

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

1	<u>Section 5307 Urbanized Area Formula Grants:</u>		
	Estimated Revenue		\$ 317,929,002
2	Estimated Revenue	\$ 317,929,002	
3	Off the Top:		
	1% Enhancement Allocation	(3,179,290)	
4		<u>\$ 314,749,712</u>	
5	85% Formula Allocation	\$ 267,537,255	
6	15% Discretionary Allocation	47,212,457	
7		<u>\$ 314,749,712</u>	
8	<u>Section 5339 Bus and Bus Facilities Formula Grants:</u>		
	Estimated Revenue		\$ 24,549,578
	<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	\$ 49,388,763	
10	Vehicle Revenue Miles (VRM) Generated	85,584,206	
11		<u>\$ 134,972,969</u>	
	High Intensity Motorbus:		
12	Directional Route Miles (DRM) Generated	\$ 3,604,592	
13	Vehicle Revenue Miles (VRM) Generated	4,682,176	
14		<u>\$ 8,286,768</u>	
15	Section 5337 State of Good Repair Total Estimated Revenue		\$ 143,259,737
16	Total Federal Formula Funds Available		\$ 485,738,317

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

5307 Revised Allocation (Proposed)

(\$ Millions)				
	Adopted	Actual	Variance	% Delta
1% Off the top (1)	\$ 2.48	\$ 3.16	\$ 0.67	27.0%
15% Discretionary Pool (1)	36.88	47.24	10.36	28.1%
85% Formula Pool	208.97	267.54	58.57	28.0%
Total	\$ 248.33	\$ 317.93	\$ 69.60	28.0%

Recommendation

- (1) - Maintain 1% and 15% pools as allocated including positive variance
 - Pro-rated to recipients up to 100% of FY22 Request
 - 1% pool fulfillment of requests leads to a shift of \$24,336 to 15% pool

- Create a \$10 million carve out for Local Operators (LO) from 85% Formula Pool
- Assumes funding is for exclusively capital expenditures
- Assumes available funding subject to an internal Call for Projects among eligible operators
- Staff would propose an additional even-year allocation of 5307 85% Formula funding of \$5M per (FY's 24/26)

Impacts

	Adopted	Actual	Variance	% Delta
85% Formula Pool	\$ 208.97	\$ 267.54	\$ 58.57	
Local Operators Carve Out		(10.00)	(10.00)	
Balance	208.97	257.54	48.57	23.2%
Metro	141.32	174.17	32.84	
Municipal Operators	67.65	83.37	15.72	
Balance	\$ 208.97	\$ 257.54	\$ 48.57	23.2%
Metro Impact			\$ (6.76)	
Municipal Operators Impact			\$ (3.24)	
			\$ (10.00)	

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022
FISCAL YEAR 2022
FEDERAL SECTION 5307 CAPITAL ALLOCATION**

	OPERATOR	LA UZA 2 NET FORMULA SHARE	85% Formula Allocations PROPOSED	15% DISCRETIONARY ALLOCATION		1% ENHANCEMENT ALLOCATION		TOTAL	TDA Fund Exchange	S5339/S5337 Fund Exchange (1)	Total Funds Available
				Project Title	Amount	Project Title	Amount				
1	Antelope Valley	0.1154%	\$ 297,311	Battery Electric Commuter Coach Replacement	\$ 928,799			\$ 1,226,111		\$ 794,871	\$ 2,020,982
2	Arcadia	0.1653%	425,661					425,661		40,576	466,236
3	Claremont	0.0596%	153,398					153,398		14,623	168,021
4	Commerce	0.3453%	889,354	CNG Replacement Buses	2,360,806	Eastern Avenue Transit Hub	596,800	3,846,960		84,777	3,931,737
5	Culver City	1.4611%	3,762,994	Battery Electric Buses	2,170,990	Design and Build 10 TAILS	180,000	6,113,984		358,705	6,472,689
6	Foothill Transit	8.5786%	22,093,001	Zero-Emission Hydrogen Fuel Cell Buses	3,338,746			25,431,748		6,774,358	32,206,106
7	Gardena	1.2831%	3,304,490	CNG Replacement Buses	3,476,744			6,781,234		314,998	7,096,232
8	LADOT	3.9013%	10,047,267	Propane to Electric Buses	1,756,092			11,803,359		1,955,339	13,758,698
9	La Mirada	0.0668%	172,047					172,047		16,400	188,447
10	Long Beach Transit	6.4505%	16,612,509	Admin., Operating & Maintenance Facility Rehab	2,252,736	Bus Stop Improvements - Phase 2	550,000	19,745,244 (2)	(330,000)	1,817,815	21,233,060
11	Montebello	1.9227%	4,951,787	Regional Training (2)	330,000			4,951,787		472,026	5,423,813
12	Metro Bus Ops.	67.6283%	174,168,130	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	23,634,571	Bus Stop Lighting with Security Enhancements	1,272,000	199,074,701 (2)	330,000	(14,712,743)	184,691,958
13	Norwalk	0.7057%	1,817,361	Five Battery Electric Buses	2,069,081	Phase IV Bus Stop Improvement Program	276,154	4,162,596		173,239	4,335,835
14	Redondo Beach	0.3408%	877,807					877,807		83,676	961,483
15	Santa Clarita	0.7914%	2,038,084	Commuter Bus Replacement	1,363,410			3,401,494		194,279	3,595,773
16	Santa Monica	4.7246%	12,167,548	Bus Replacement	3,554,817	Bus Stop Enhancements	280,000	16,002,365		1,258,783	17,261,148
16	Torrance	1.4594%	3,758,506					3,758,506		358,277	4,116,783
17	TOTAL	100.0000%	\$ 257,537,255		\$ 47,236,792		\$ 3,154,954	\$ 307,929,001	\$ -	\$ -	\$ 307,929,001

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.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FY22 ACTUAL Federal 5307 Capital Allocation

15% Discretionary Allocation and 1% Enhancement Allocation

OPERATOR	15% DISCRETIONARY ALLOCATION ⁽¹⁾				1% ENHANCEMENT ALLOCATION ⁽²⁾		
	Project Title	Estimated Allocation	Requested amount	FY22 Actual Allocation	Project Title	Estimated Allocation	FY22 Actual Allocation (=Requested amount)
1 Antelope Valley	Battery Electric Commuter Coach Replacement	\$ 717,399	\$ 1,576,701	\$ 928,799			
2 Arcadia							
3 Claremont							
4 Commerce	CNG Replacement Buses	2,121,733	2,360,806	2,360,806	Eastern Avenue Transit Hub	537,120	596,800
5 Culver City	Battery Electric Buses	1,676,860	4,140,394	2,170,990	Design and Build 10 TAILS	162,000	180,000
6 Foothill Transit	Zero-Emission Hydrogen Fuel Cell Buses	2,578,828	5,928,340	3,338,746			
7 Gardena	CNG Replacement Buses	2,685,417	5,902,016	3,476,744			
8 LADOT	Propane to Electric Buses	1,356,395	2,981,088	1,756,092			
9 La Mirada							
10 Long Beach Transit	Admin., Operating & Maintenance Facility Rehab	1,740,000	4,000,000	2,252,736	Bus Stop Improvements - Phase 2	467,500	550,000
	Regional Training	330,000	330,000	330,000			
11 Montebello							
12 Metro Bus Ops.	Bus Midlife Refurbishment - 900 New Flyer Xcelsior	18,273,588	126,510,400	23,634,571	Bus Stop Lighting with Security Enhancements	857,769	1,272,000
13 Norwalk	Five Battery Electric Buses	1,598,146	3,673,899	2,069,081	Phase IV Bus Stop Improvement Program	220,923	276,154
14 Redondo Beach							
15 Santa Clarita	Commuter Bus Replacement	1,053,090	2,632,726	1,363,410			
16 Santa Monica	Bus Replacement	2,745,720	6,312,000	3,554,817	Bus Stop Enhancements	238,000	280,000
17 Torrance							
18 TOTAL		\$ 36,877,176	\$ 166,348,370	\$ 47,236,792		\$ 2,483,312	\$ 3,154,954

Note:

(1) The City of Commerce share of actual allocation of 15% fund was \$360,928 more than their requested amount. This amount was proportionally reallocated to the other operators within 15% pool.

(2) After allocating 100% of requested amount of the 1% pool to the operators, \$24,336 excess amount was added to the 15% pool.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

**Federal Section 5307 Capital Allocations
85% Formula Allocations**

	OPERATOR	LA UZA 2 NET FORMULA SHARE	FY22 Estimate	85% Formula Allocations ACTUAL	\$10M Contribution	85% Formula Allocations PROPOSED
1	Antelope Valley	0.1154%	\$ 241,244	\$ 308,856	\$ (11,544)	\$ 297,311
2	Arcadia	0.1653%	345,389	442,189	(16,528)	425,661
3	Claremont	0.0596%	124,470	159,355	(5,956)	153,398
4	Commerce	0.3453%	721,639	923,887	(34,533)	889,354
5	Culver City	1.4611%	3,053,365	3,909,109	(146,115)	3,762,994
6	Foothill Transit	8.5786%	17,926,685	22,950,858	(857,857)	22,093,001
7	Gardena	1.2831%	2,681,326	3,432,801	(128,311)	3,304,490
8	LADOT	3.9013%	8,152,545	10,437,396	(390,129)	10,047,267
9	La Mirada	0.0668%	139,602	178,727	(6,680)	172,047
10	Long Beach Transit	6.4505%	13,479,708	17,257,561	(645,053)	16,612,509
11	Montebello	1.9227%	4,017,975	5,144,062	(192,275)	4,951,787
12	Metro Bus Ops.	67.6283%	141,323,358	180,930,962	(6,762,832)	174,168,130
13	Norwalk	0.7057%	1,474,642	1,887,928	(70,567)	1,817,361
14	Redondo Beach	0.3408%	712,269	911,892	(34,085)	877,807
15	Santa Clarita	0.7914%	1,653,740	2,117,221	(79,137)	2,038,084
16	Santa Monica	4.7246%	9,872,982	12,640,006	(472,458)	12,167,548
17	Torrance	1.4594%	3,049,724	3,904,446	(145,940)	3,758,506
18	TOTAL	100.0000%	\$ 208,970,663	\$ 267,537,255	\$ (10,000,000)	\$ 257,537,255

Notes: Total may not add due to rounding.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FEDERAL SECTION 5337 - STATE OF GOOD REPAIR

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%	\$ 49,277,093	27,684,200	98.806%	\$ 84,562,064	\$ 133,839,157	\$ 1,133,812	\$ 134,972,969
2 Long Beach Transit	0.5	0.103%	50,759	60,068	0.214%	183,479	234,238	(234,238)	-
3 Santa Monica	0.6	0.123%	60,911	12,443	0.044%	38,007	98,919	(98,919)	-
4 Foothill Transit	-	0.000%	-	262,121	0.936%	800,655	800,655	(800,655)	-
5 Sub-total	486.5	100.000%	49,388,763	28,018,832	100.000%	85,584,206	134,972,969	-	134,972,969
High Intensity Motorbus:									
6 Antelope Valley	23.6	15.003%	540,803	116,374	4.821%	225,727	766,530	(766,530)	-
7 Foothill Transit	39.4	25.048%	902,867	1,528,527	63.322%	2,964,835	3,867,701	(3,867,701)	-
8 LADOT	35.1	22.314%	804,330	99,635	4.128%	193,259	997,589	(997,589)	-
9 Metro Bus Ops.	59.2	37.635%	1,356,592	669,370	27.730%	1,298,356	2,654,947	5,631,821	8,286,768
10 Sub-total	157.3	100.00%	3,604,592	2,413,906	100.000%	4,682,176	8,286,768	-	8,286,768
11 Total LA County Share - UZA 2	643.80		\$ 52,993,355	30,432,738	200.000%	\$ 90,266,382	\$ 143,259,737	\$ -	\$ 143,259,737

Note:

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

FEDERAL SECTION 5339 - BUS AND BUS CAPITAL ALLOCATION

Actual apportionment

	OPERATOR	LA UZA 2 NET FORMULA SHARE	Net Formula Share	Fund Exchange	Net Funds Available ⁽¹⁾
1	Antelope Valley	0.1154%	\$ 28,341	\$ (28,341)	\$ -
2	Arcadia	0.1653%	40,576	(40,576)	-
3	Claremont	0.0596%	14,623	(14,623)	-
4	Commerce	0.3453%	84,777	(84,777)	-
5	Culver City	1.4611%	358,705	(358,705)	-
6	Foothill	8.5786%	2,106,002	(2,106,002)	-
7	Gardena	1.2831%	314,998	(314,998)	-
8	LADOT	3.9013%	957,749	(957,749)	-
9	La Mirada	0.0668%	16,400	(16,400)	-
10	Long Beach	6.4505%	1,583,577	(1,583,577)	-
11	Montebello	1.9227%	472,026	(472,026)	-
12	Metro Bus Ops.	67.6283%	16,602,468	7,947,110	24,549,578
13	Norwalk	0.7057%	173,239	(173,239)	-
14	Redondo Beach	0.3408%	83,676	(83,676)	-
15	Santa Clarita	0.7914%	194,279	(194,279)	-
16	Santa Monica	4.7246%	1,159,864	(1,159,864)	-
17	Torrance	1.4594%	358,277	(358,277)	-
18	TOTAL	100.0000%	\$ 24,549,578	\$ -	\$ 24,549,578

Note:

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

**Summary of Bus Transit Subsidies
Fiscal Year 2022**

ACTUAL FEDERAL FORMULA GRANTS

Operators	Urbanized Formula Program (Section 5307)			Bus & Bus Facilities (Section 5339)			State of Good Repair (Section 5337)			Total
	FY22\$Allocation	Fund Exchanges	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	FY22 \$Allocation	Fund Exchange	Adjusted \$ Allocation	
	Included Operators:									
1 Metro Bus Ops	\$ 199,074,701	\$ (14,382,743)	\$ 184,691,958	\$ 16,602,468	\$ 7,947,110	\$ 24,549,578	\$ 136,494,104	\$ 6,765,633	\$ 143,259,737	\$ 352,501,273
Municipal Operators:										
2 Arcadia	425,661	40,576	466,236	40,576	(40,576)	-	-	-	-	466,236
3 Claremont	153,398	14,623	168,021	14,623	(14,623)	-	-	-	-	168,021
4 Commerce	3,846,960	84,777	3,931,737	84,777	(84,777)	-	-	-	-	3,931,737
5 Culver City	6,113,984	358,705	6,472,689	358,705	(358,705)	-	-	-	-	6,472,689
6 Foothill Transit	25,431,748	6,774,358	32,206,106	2,106,002	(2,106,002)	-	4,668,356	(4,668,356)	-	32,206,106
7 Gardena	6,781,234	314,998	7,096,232	314,998	(314,998)	-	-	-	-	7,096,232
8 La Mirada	172,047	16,400	188,447	16,400	(16,400)	-	-	-	-	188,447
9 Long Beach	19,745,244	1,487,815	21,233,060	1,583,577	(1,583,577)	-	234,238	(234,238)	-	21,233,060
10 Montebello	4,951,787	472,026	5,423,813	472,026	(472,026)	-	-	-	-	5,423,813
11 Norwalk	4,162,596	173,239	4,335,835	173,239	(173,239)	-	-	-	-	4,335,835
12 Redondo Beach	877,807	83,676	961,483	83,676	(83,676)	-	-	-	-	961,483
13 Santa Monica	16,002,365	1,258,783	17,261,148	1,159,864	(1,159,864)	-	98,919	(98,919)	-	17,261,148
14 Torrance	3,758,506	358,277	4,116,783	358,277	(358,277)	-	-	-	-	4,116,783
15 Sub-Total	92,423,337	11,438,254	103,861,591	6,766,740	(6,766,740)	-	5,001,513	(5,001,513)	-	103,861,591
Eligible Operators:										
16 Antelope Valley	1,226,111	794,871	2,020,982	28,341	(28,341)	-	766,530	(766,530)	-	2,020,982
17 LADOT	11,803,359	1,955,339	13,758,698	957,749	(957,749)	-	997,589	(997,589)	-	13,758,698
18 Santa Clarita	3,401,494	194,279	3,595,773	194,279	(194,279)	-	-	-	-	3,595,773
19 Foothill BSCP	-	-	-	-	-	-	-	-	-	-
20 Sub-Total	16,430,963	2,944,489	19,375,453	1,180,370	(1,180,370)	-	1,764,120	(1,764,120)	-	19,375,453
21 Total Excluding Metro	108,854,301	14,382,743	123,237,043	7,947,110	(7,947,110)	-	6,765,633	(6,765,633)	-	123,237,043
22 Re-Allocated to Local Operators (1)			10,000,000							10,000,000
23 Grand Total	\$ 307,929,001	\$ -	\$ 317,929,001	\$ 24,549,578	\$ -	\$ 24,549,578	\$ 143,259,737	\$ -	\$ 143,259,737	\$ 485,738,316

Note: Totals may not add due to rounding.

(1) The 5307 funds allocated to Local Operators will be exchanged with Metro's local funds.

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

CAPITAL ALLOCATION % SHARE CALCULATION

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

Notes:

Include only MTA Funded Programs:

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

**Los Angeles County Metropolitan Transportation Authority
Federal Formula Grants Final Allocations
Fiscal Year 2022**

CAPITAL ALLOCATION % SHARE CALCULATION (Continued)

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

Note:

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

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

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



ALLIANCE OF LOCAL TRANSIT OPERATORS

City of Agoura Hills
City of Alhambra
City of Artesia
City of Avalon
City of Azusa
City of Baldwin Park
City of Bell Gardens
City of Beverly Hills
City of Burbank
City of Calabasas
City of Carson
City of Cerritos
City of Covina
City of Downey
City of Duarte
City of El Monte
City of El Segundo
City of Glendale
City of Glendora
City of Inglewood
City of La Canada Flintridge
City of Lakewood
City of Lawndale
City of Lynwood
City of Manhattan Beach
City of Monrovia
City of Monterey Park
City of Paramount
City of Pasadena
City of Pico Rivera
City of Redondo Beach
City of Rosemead
City of San Fernando
City of Santa Fe Springs
City of South Gate
City of South Pasadena
City of West Covina
City of West Hollywood
City of Whittier
Los Angeles County DPW
Palos Verdes Peninsula
Transit Authority
Pomona Valley
Transportation Authority

March 23, 2022

Stephanie Wiggins
Chief Executive Officer
One Gateway Plaza
Los Angeles, CA 90012

SUBJECT: New Federal and State Funding Opportunities for Local Operator

Dear Ms. Wiggins,

The Alliance of Local Transit Operators, comprised of over 40 locally funded agencies in L.A. County, was formed to advocate that Federal Transit Administration (FTA) COVID relief funds be allocated to locally funded operators. With the extraordinary amount of new federal formula and discretionary capital funds passed in the Federal Infrastructure Bill to fund transit fleet modernization and climate priorities such as replacement of CNG/gasoline buses with zero-emission buses, our members also need funding to accomplish the transition to zero-emission fleets. We are requesting Metro work with the Alliance and LTSS to allocate new capital funds to local transit operators.

Much like with Metro and our municipal operator peers, our agencies are experiencing the same operational and capital challenges. Bus driver shortages, low ridership, and the implementation of the Innovative Clean Transit (ICT) regulation requiring zero-emission fleets by 2040 are shared issues. However, the resources to address these issues are not. Lack of capital funding for locally funded operators is further exacerbated by the ending of the Call for Projects, and unfortunately, Measure M subregional funds are not yet available in the amounts necessary to deliver capital improvements to meet the national and state climate priorities.

Despite these challenges, our members stand ready to help implement more equitable and sustainable transit services in L.A. County. Federal and state funding programs have prioritized making transit more equitable and supporting the 2028 Olympics. Increasing Local Transit funding with new or increased funding prioritizes equity by keeping the whole region on a level footing, not a select area served by specific operators. Our members provide local paratransit service and crucial first/last mile fixed-route service to access regional bus and rail services. Additionally, helping our members electrify would greatly aid L.A. County and the South Coast Air Basin achieve its air quality and climate change goals.

We appreciate your and Metro staff's assistance with including our members in the distribution of COVID relief funds. This arrangement was essential in helping us stay operational. Our members and the LTSS Subcommittee are excited to work quickly with Metro staff to develop a funding framework such as a countywide Call for Projects with FHWA CMAQ and other Infrastructure Bill program funds for FY 2023. In addition, local operators need Metro grant writing assistance to apply for FTA discretionary grant programs such as Low or No Emission and Buses and Bus Facilities.

We appreciate your consideration of our request. If you have any questions or would like to discuss this further, please contact me at (909) 596-7664.

Sincerely,

George Sparks, PVTA Administrator
For the Alliance of Local Transit Operators

CC: Metro Board



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza,
Los Angeles, CA 90012-2952

Stephanie N. Wiggins
Chief Executive Officer
213.922.7599 Tel
213.922.7447 Fax
wiggins@metro.net

April 7, 2022

Mr. George Sparks
Pomona Valley Transit Authority Administrator
Alliance of Local Transit Operators
2120 Foothill Boulevard
Suite 116
La Verne, California 91750

Dear Mr. Sparks:

Thank you for your letter of March 23, 2022 expressing the views of the Alliance of Local Transit Operators (the Alliance) within Los Angeles County. Metro appreciates the role that local system providers play within the region's mobility network. I personally appreciate the readiness of your members to partner in the implementation of transit services that are more equitable and sustainable for Los Angeles County.

While there are indications that the Federal government seeks to increase infrastructure investments, significant information remains unknown including: proposed overall levels of resource availability, the scope of activities those resources will ultimately support, and the periods and timing of actions by the Administration, Congress, and the Federal Transit Administration (FTA).

Recognizing the vital role of Local Transit Systems play in the overall mobility framework here in Los Angeles County, I have asked my Chief Financial Officer, Nalini Ahuja to work with members of the Alliance to achieve a clear understanding of the needs of your members for future investments and to engage a dialog as to the various options Metro may, or may not, have, to seek to address those needs. I stand committed to ensuring that mobility improvements, be they through transit, infrastructure and capacity investments, or other equity driven solutions are at the forefront of Metro's actions.

I look forward to our continued partnership in addressing the needs of Los Angeles County residents and visitors.

Sincerely,

Stephanie N. Wiggins
Chief Executive Officer

cc: Metro Board of Directors

Summary of Significant Information, Methodologies & Assumptions for Revenue Estimates

- Sales tax revenue estimates are projected to increase by 19% over FY 2021-22 (FY22) amended budget based upon review of several economic forecasts.
- Assumed Consumer price index (CPI) growth of 3.3% represents a composite index from several economic forecasting sources.
- To accommodate the impacts of the COVID-19 pandemic, in March 2022, Bus Operations Sub-Committee (BOS) members concurred with the use of FY21 Vehicle Service Miles statistics and FY19 Fare Revenue to allocate State and Local funds.
- 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. 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. To accommodate the impacts of the COVID-19 pandemic, in March 2022, Bus Operations Sub-Committee (BOS) members agreed to use FY19 data as the allocation basis. Values included in the allocation of federal funding assume 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 (\$1,550.4M)

Formula Allocation Procedure (\$892.7M)

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, we will continue to fund this program in FY 2023 in the amount of \$7.5 million. Funding includes \$1,353,230 in ARPA Funding as approved by the Board of Directors. ARPA funds will be exchanged with local funds.

Measure R Allocations (\$230.3M)

- **Measure R 20% Bus Operations (\$230.3M)**
Measure R, approved by voters in November 2008, allocates 20% of the revenues for bus service operations, maintenance, and expansion. The 20% bus operations share is allocated using FAP calculation methodology to Included and Eligible Operators.
- **Clean Fuel Bus Capital Facilities and Rolling Stock Fund (\$0.0)**

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 (\$229.9M)

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 (\$51.6M)

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

Proposition C 40% Discretionary Programs (\$73.0M)

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

- **Municipal Operators Service Improvement Program (MOSIP).** MOSIP was adopted by the Board in April 2001. The program is intended to provide bus service improvements to the transit dependent in Los Angeles County by reducing overcrowding and expanding services. In the past, funding was increased by 3% from the previous year's funding level. All Municipal Operators participate in this program and funds are allocated according to FAP calculation methodology.
- **Zero-Fare Compensation.** The City of Commerce is allocated an amount equivalent to its FAP share as compensation for having zero fare revenues.
- **Foothill Mitigation.** This fund is allocated to operators to mitigate the impact of Foothill becoming an Included Operator. The Foothill Mitigation Program is calculated similarly to the TDA and STA portion of the normal FAP, except that Foothill's data is frozen at its pre-inclusion level. The result of this calculation is then deducted from the TDA and STA portion of the normal FAP to arrive at the Foothill Mitigation funding level. This methodology was adopted by the BOS in November 1995.
- **Transit Service Expansion Program (TSE).** Created in 1990 to increase ridership by providing funds for additional services to relieve congestion. The TSE Program continues for eight Municipal Operators including Culver City,

Foothill Transit, Gardena, Long Beach, Torrance, Antelope Valley, Santa Clarita, and LADOT for expansion or introduction of fixed-route bus service in congested corridors. Metro Operations does not participate in this program.

- **Base Re-Structuring Program (Base-Re).** The Base Restructuring Program continues for four Municipal Operators who added service before 1990. These operators are Commerce, Foothill Transit, Montebello, and Torrance.
- **Bus Service Improvement Program (BSIP).** Created in 1996 to provide additional buses on existing lines to relieve overcrowding. Metro Operations and all other Los Angeles County transit operators participate in this program, except for Claremont, Commerce, and La Mirada.

Senate Bill 1 (\$72.9 M)

The following programs are funded with SB1:

- **State Transit Assistance (\$50.2 M)**
- **State of Good Repair (\$ 22.6 M)**

SB1 fund will be allocated based on Measure R allocation methodology.

Local Subsidies (\$853.7 M)

Proposition A Incentive Programs (\$31.3M)

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. Fund includes \$9,206,853 in ARPA funding as approved by LACMTA Board of Directors. ARPA fund will be exchanged with local funds.

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 \$1,176,538 in subsidy which includes \$476,538 in ARPA funding.

At its May 16, 2017, meeting, the Local Transit System Subcommittee (LTSS) approved an additional \$50,000 to Avalon's Transit Services annual subsidy increasing the funding level to \$300,000. In FY23, \$109,874 and \$387,124 were added to Avalon's

Transit Service and the Hollywood Bowl Shuttles from ARPA funding to increase the subsidy level to \$409,874 and \$1,444,124, respectively.

Local Returns (\$773.5M)

Proposition A 25% (\$245.1M)

Proposition C 20% (\$203.3M)

Measure R 15% (\$152.4M)

Measure M 17% (\$172.8M)

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 (\$11.1M)

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 (\$37.7M)

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 (\$484.7M)

Section 5307 Urbanized Formula Program (\$328.0 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 FY23, \$328.0 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 (SCRTTC) from the 15% discretionary fund. SCRTTC 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 (\$33.3M)

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 FY23, \$33.3 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 (\$123.3)

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

- **High Intensity Fixed Guideway** - provides capital funding to maintain a system in a state of good repair for rail and buses operating on lanes for exclusive use of

Los Angeles County Metropolitan Transportation Authority
2023 Transit Fund Allocations

public transportation vehicles, i. e. bus rapid transit. Based on federal revenue estimates for FY23, \$116.1 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 FY23, \$7.3 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.



Board Report

File #: 2022-0341, File Type: Budget

Agenda Number: 17.

FINANCE, BUDGET, AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2023 BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:
1. Local funds for operating and capital expenses in the amount of \$153,651,022;
 2. Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; 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. Working in collaboration, Metro and Access staff have determined that a total of \$251,874,890 is required for its FY23 operating and capital needs. An additional \$2,443,259 is required to support Metrolink's participation in Access' Free Fare Program for a total of \$254,318,149. Of this total, \$95,836,065 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 \$158,482,084 will be funded with Measure M ADA Paratransit Service (MM 2%) funds, Proposition C 40% Discretionary (PC 40%) funds, American Rescue Plan Act (ARPA) equivalent funds, and FY21 carryover funds. 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 45 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 FY23, Access is projected to provide more than 2.7 million passenger trips to approximately 115,000 qualified ADA paratransit riders. Access' service area covers over 1,950 square miles of Los Angeles County by utilizing taxicabs and accessible vehicles 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).

During the first year of the pandemic, Access provided non-shared ride and same day services. As of May 2021, Access reinstated its next-day, shared-ride service model and will continue this for the next fiscal year. In-person eligibility assessments at Access' Eligibility Center in Commerce restarted on April 4, 2022, for new applicants. Customer renewal eligibility applications will continue to be conducted via mail and, if necessary, phone interviews for the first part of FY23.

COVID-19 Impacts

As the region emerges from the COVID-19 pandemic, there continue to be impacts on Access, including:

- **Shortages of qualified drivers and key personnel:** Like other transit systems in Los Angeles County and nationwide, Access' contractors are having difficulty hiring and retaining qualified drivers and other key personnel which has affected some Key Performance Indicators. Access has proactively implemented several initiatives to assist its contractors in hiring, including messages on its website, reservations line, and a social media advertising campaign. Additionally, the proposed FY23 budget addresses contractor driver wages in order to remain competitive in recruiting and retaining employees.
- **Shortages of taxi subcontractor capacity:** Prior to the pandemic, approximately 50% of Access trips were serviced by taxicabs, which enhanced both system performance and overall cost efficiency. The pandemic has led to a reduction in available taxicabs in the region and, as a result, 32% of Access trips are currently serviced by taxicabs. To rebuild this capacity, Access' contractors have been seeking partnerships with taxi companies who previously have not done work for Access, in addition to various Transportation Network Companies (TNCs). The proposed FY23 budget also includes funding to compensate taxi drivers for significantly increased costs to encourage them to continue serving Access clients. The proposed increase in taxi compensation mirrors the rate increase approved on April 21, 2022, by the City

of Los Angeles Taxicab Commission.

- **Shortages of replacement vehicles:** An industry shortage of vehicle computer chips and other components has significantly delayed the delivery of replacement vehicles to Access. The FY23 budget contains funding for up to 363 replacement vehicles. In addition, Access has proposed an electric accessible paratransit vehicle pilot project in FY23 - the first project of its kind in the United States.

In March, Access was one of 35 recipients in 18 states that were selected to receive grant funding from the American Rescue Plan (ARPA) Additional Assistance program. Access will receive \$5 million to fund a program for preventive maintenance, major component repairs and rehabilitation of ADA accessible vehicles that have exceeded their useful life. With this award, Access will have the ability to extend the lifespan of its existing fleet while waiting for replacement vehicles to be delivered. However, many vehicles will be approaching and surpassing their useful life in FY23 so the need to purchase replacement vehicles still exists.

DISCUSSION

Ridership

Each fiscal year, paratransit ridership projections are calculated to determine Access' budgetary needs. HDR Engineering, Inc. (HDR), an independent third-party consulting firm, provides this statistical information. The paratransit demand analysis uses economic factors, historical data, and other variables to form the basis for the ridership projections. Total projected 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.

Access requested that HDR prepare a revised ridership projection for FY23 based on ridership data through December 2021. HDR's projection assumes a 19.4% increase in ridership (3,440,189 passengers vs. 2,882,358 passengers in FY22) for FY23. As Access continues to face COVID-19 pandemic uncertainties, the ridership projections remain speculative for the coming fiscal year. Per the requested amount from Access, the proposed FY23 budget includes sufficient funding to address this projected demand.

Cost Per Trip

The average cost per trip in FY22 was \$65.30, and in FY23 the estimated average cost per trip is \$69.06, a 5.4% increase. The cost increase is due to the issuance of two new contracts that include scheduled Consumer Price Index (CPI) contractual increases and the increasing costs of the overall labor market.

Approximately 94% of Access' costs come from Direct Transportation (delivery of paratransit operations) and Contracted Support (eligibility and customer services). The cost of paratransit trips has steadily increased primarily due to legislated changes in the minimum wage in Los Angeles County. Thus, annually, the increase to the Access budget includes not only minimum wage cost and CPI increases but also any increases in paratransit trip demand. Except for the pandemic years, demand for paratransit services had increased by at least 5% annually over the last decade and HDR's forecast still projects that ridership will continue to increase by at least that much over the coming decade.

FY23 Proposed Budget

Overall, in FY23, Access' total operating, and capital budget is increasing by 14.7% as outlined in the table below. The Direct Transportation cost is projected to increase by 7.5% as costs increase and demand rises towards pre-pandemic operating service levels. Similarly, Contracted Support costs are estimated to increase by 4.5% due to the re-establishment of in-person applicant eligibility reviews, as virtual eligibility interviews are gradually phased out. Management & Administration costs will increase by 9.1% as Access restores full staffing levels in response to the forecasted increase in ridership demand.

Access' total capital program request is \$33.7 million. Of this amount, \$11.9 million will be carried over from FY22. This year's increase in the capital budget of \$21.8 million is due to the need to replace vehicles that have exceeded their useful life and the rising cost of new vehicles, as noted above.

Capital Program - Reserve

The pandemic has led to a significant delay in vehicle deliveries to transit agencies nationwide. Due to the unpredictable delivery timeline for FY23, Metro will hold in reserve an amount not to exceed \$14,300,000 in local funds providing Access the budgetary authority to place vehicle orders to lock in an accelerated delivery timeline and lower unit prices. If Access and Metro are able to identify and obligate additional federal funding for these vehicles, then local funds can be reprogrammed to other eligible uses.

Access Services - Budget

Expenses (\$ in millions)	FY22 Adopted	FY23 Proposed	\$ Change	% Change
Direct Transportation	\$ 176.3	\$ 189.5	\$ 13.2	7.5%
Contracted Support	13.7	14.3	0.6	4.5%
Management/Administration	12.9	14.1	1.1	9.1%
Total Operating Costs	\$ 203.0	\$ 218.0	\$ 15.0	7.4%
Capital Program Carryover		11.9	11.9	
Capital Program New		21.8	21.8	
Total Capital Program	\$ 16.6	\$ 33.7	\$ 17.1	103.4%
Carryover	3.1	2.3	(0.7)	-24.5%
Total Expenses	\$ 219.6	\$ 251.9	\$ 32.2	14.7%

FY21 Carryover Operating Funds

Each year, Metro includes Access in the consolidated audit process to ensure that it is effectively managing and administering federal and local funds in compliance with applicable guidelines. The FY21 audit determined that Access had approximately \$2,387,803 of unspent or unencumbered funds. Per Access' FY22 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 FY21 into the FY23 proposed budget.

Pending Grant Awards

Access applied for Federal Transit Administration Section 5310: Enhanced Mobility for Seniors and Individuals with Disabilities Program funding as authorized under ARPA and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). Currently, Metro as the designated recipient of Los Angeles County 5310 funds is finalizing the award notifications and Access has been approved for a funding award of \$546,849. This grant will support the expanded transfer trip program in the Santa Clarita and Lancaster-Palmdale areas. Given that this grant award is still pending, it is not included in Access' proposed FY23 budget at this time.

FY22 Performance

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	FY21	FY22 YTD*
On-Time Performance	≥ 91%	92.6%	90.7%
Excessively Late Trips	≤ 0.10%	0.07%	0.09%
Excessively Long Trips	≤ 5.0%	0.5%	3.3%
Missed Trips	≤ 0.75%	0.36%	0.44%
Denials	0	4	6
Access to Work - On-Time Performance	≥ 94%	97.8%	96.3%
Average Hold Time (Reservations)	≤ 120	52	59
Calls On Hold > 5 Min (Reservations)	≤ 5%	2.2%	2.5%
Calls On Hold > 5 Min (ETA)	≤ 10%	1.5%	2.2%
Complaints Per 1,000 Trips	≤ 4.0	2.5	3.0
Preventable Incidents per 100,000 miles	≤ 0.25	0.15	0.21
Preventable Collisions per 100,000 miles	≤ 0.50	0.50	0.73
Miles Between Road Calls	≥ 25,000	64,040	64,378

*YTD through March 2022

While overall service remains strong and most KPIs are being met, on-time performance year-to-date continues to remain slightly below standard, due to the challenges with the shortages of qualified drivers and key personnel. The increase in preventable incidents and collisions reflects an increase in passengers and traffic. Contractors who do not meet certain KPIs must provide a service improvement plan and are also assessed liquidated damages.

Access Update

In FY22, Access implemented the following major initiatives:

- Expanded the Parents with Disabilities (PWD) program systemwide
- Enhanced the *Where's My Ride* (WMR) app using Mobility for All federal grant funds
- Implemented online reservations in the Northern (San Fernando Valley) and Antelope Valley regions
- Conducted a 2022 Biennial Customer Satisfaction Study. Results available at <http://accessla.org/sites/default/files/Agendas/2022%20Customer%20Satisfaction%20Survey.pdf>
<[https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Faccessla.org%2Fsites%](https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Faccessla.org%2Fsites%2F)
- Awarded two new service contracts in the Southern & Antelope Valley regions
- Implemented a contractor hiring assistance plan

In FY23, Access plans to implement the following:

- Implementation of Access' fleet preventative maintenance and rehabilitation program using ARPA funds
- Initiation of a pilot program for accessible electric paratransit vehicles
- Modification of KPIs and service standards
- Implementation of a Bluetooth Beacon Project at Rancho Los Amigos National Rehabilitation Center
- Update Access' Title VI Program
- Enhancements to contractor driver wages and taxi subcontractor rates

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 is represented on and actively participates in Access' Board of Directors and the Transportation Professionals Advisory Committee meetings. Access will continue to be included in Metro's yearly consolidated audit. Additionally, at the request of the Metro Finance, Budget & Audit Committee, Access provides quarterly updates to the committee that include an overview of Access' performance outcomes and service initiatives.

FINANCIAL IMPACT

The Proposed Budget for FY23 is included in Cost Center 0443, Project 410011, and Account 54001 in the FY23 Metro Annual Budget as adopted at the May 2022 Board meeting.

Impact to Budget

Access' funding will come from Measure M 2% funds in the amount of \$15.5 million, \$49.1 million in ARPA-equivalent funds, and Proposition C 40% funds in the amount of \$91.4 million, for a total amount of \$156.0 million. The Metro Board approved ARPA equivalent one-time federal relief funds and Proposition C 40% funds are eligible for bus and rail operations. Given the region is fully funding its projected ADA paratransit obligation, there will be no financial impact on Metro's bus and rail operations. Any funding Access secures through the FTA Section 5310 competitive grant process planned for FY23 will be used to replace local funding programmed for capital expenses and local funding will be reprogrammed.

EQUITY PLATFORM

As mandated by the federal government, Access paratransit exclusively serves people with disabilities and seniors, thus providing a significant equity impact and benefit. Access' service area is divided into six regions, and all have similar KPIs that are measured and monitored by Access staff. The FY23 budget will ensure equitable levels of service are delivered to people with disabilities in all areas of Los Angeles County. Metro will ensure that Access' FY23 budget emphasizes the importance of serving its riders, stakeholders, and employees on providing equitable, sustainable, economically efficient, safe, and reliable services throughout the region. Two prime examples of these efforts are the expansion of the WMR app allowing customers to see the location and the expected arrival time of vehicles. Similarly, the PWD program has been expanded to serve the entire service region. This program allows parents to take their children to and from school and other activities.

Public Outreach

In January 2022, to ensure its services align with the need of its riders, Access engaged its riders through a customer satisfaction study to gain feedback on service improvements and trip experience. This countywide survey was conducted in English and Spanish, online and via telephone. Survey results are available online. Access also holds community meetings twice a year to discuss topics like technology, customer service, paratransit operations, its eligibility process and much more. These community meetings allow input to be received from a diverse population including minority and low-income communities with mobility needs. In addition, community input is taken into consideration in the development of the annual budget.

Access ensures individuals with disabilities have an equal opportunity to participate in events and programs by providing alternative formats, sign language and other language interpreters for communications in compliance with its Title VI programs and guidelines. Community input is vital to the improvement of services to Access riders. For example, feedback from the community was critical in implementing changes to the font, color and background of the Access website in order to make it as easy as possible to navigate the website. Additional input led to the modification currently under progress that will allow the customers to directly communicate with the driver to improve service delivery. Access staff will continue to work with various advocate and community groups in FY23 to ensure the needs of their constituents are met.

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 FY23 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 $\frac{3}{4}$ of a mile of local rail and bus lines. Staff does not recommend this approach. This would impact Metro's and the region's ability to compete for federal grants, would increase the overall costs of the program if individual operators were required to provide these services, and significantly limit the mobility options of the senior and disabled communities throughout the county.

NEXT STEPS

Upon approval, staff will execute a MOU for FY23 to ensure proper disbursement of funds.

ATTACHMENTS

Attachment A - FY23 Access Services ADA Program


Prepared by:

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Anelli-Michelle Navarro, Sr. Executive Officer of Finance, 213-922-3056

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


Stephanie N. Wiggins
Chief Executive Officer

FY23 ACCESS SERVICES ADA PROGRAM		
<u>Expenses (\$ in millions)</u>		
FY23 Access Proposed Budget	\$	251.8
Metrolink Free Fare Program (Paid by Metro)		2.4
Total Access Services ADA Program	\$	254.3
Federal/Fares		
Federal STBG Program & ARPA Funds		73.8
Passenger Fares, 5317 Grants & Misc. Income		10.0
Capital Carryover		11.9
Subtotal	\$	95.8
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY23	Total MM 2% Subtotal	\$ 15.5
<u>Proposition C 40%</u>		
Carryover from FY21 into FY23 (previously authorized)		2.3
FY23 Request		74.6
ARPA Equivalent Funds		49.1
Reserve		14.3
Metrolink Free Fare Program (Paid by Metro)		2.4
Total PC 40% Subtotal	\$	142.9
TOTAL FY23 LOCAL FUNDING REQUEST	\$	158.4



Access Services Fiscal Year 2023 Proposed Budget

Finance, Budget & Audit Committee
June 15, 2022



Metro

Access Services - FY23 Proposed Budget

Expenses (\$ in millions)	FY22 Adopted	FY23 Proposed	\$ Change	% Change	Notes
1 Direct Transportation	\$ 176.3	\$ 189.5	\$ 13.2	7.5%	19.4% increase in ridership
2 Contracted Support	13.7	14.3	0.6	4.5%	Return to in-person assessments
3 Management/Administration	12.9	14.1	1.1	9.1%	Contractual CPIs and COLA
4 Total Operating Costs	203.0	218.0	15.0	7.4%	
5 Capital Program Carryover		11.9	11.9		Delays in vehicle delivery
6 Capital Program New		21.8	21.8		Required vehicle replacement
7 Total Capital Program	16.6	33.7	17.1	103.4%	
8 Carryover	3.1	2.3	(0.7)	-24.5%	
9 Total Expenses	\$ 219.6	\$ 251.9	\$ 32.2	14.7%	

FY23 Local Funding Request



Metro

FY23 ACCESS SERVICES ADA PROGRAM		
<u>Expenses (\$ in millions)</u>		
FY23 Access Proposed Budget		\$ 251.8
Metrolink Free Fare Program (Paid by Metro)		2.4
Total Access Services ADA Program		\$ 254.3
Federal/Fares		
Federal STBG Program & ARPA Funds		73.8
Passenger Fares, 5317 Grants & Misc. Income		10.0
Capital Carryover		11.9
Subtotal		\$ 95.8
New Funding Request - Operating and Capital		
<u>Measure M 2%</u>		
FY23	Total MM 2% Subtotal	\$ 15.5
<u>Proposition C 40%</u>		
Carryover from FY21 into FY23 (previously authorized)		2.3
FY23 Request		74.6
ARPA Equivalent Funds		49.1
Reserve		14.3
Metrolink Free Fare Program (Paid by Metro)		2.4
Total PC 40% Subtotal		\$ 142.9
TOTAL FY23 LOCAL FUNDING REQUEST		\$ 158.4

Access Services – Key Performance Indicators (KPIs)

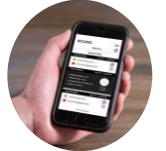
Key Performance Indicators	Standard	FY21	FY22 YTD*
On-Time Performance	≥ 91%	92.60%	90.70%
Excessively Late Trips	≤ 0.10%	0.07%	0.09%
Excessively Long Trips	≤ 5.0%	0.50%	3.30%
Missed Trips	≤ 0.75%	0.36%	0.44%
Denials	0	4	6
Access to Work - On-Time Performance	≥ 94%	97.80%	96.30%
Average Hold Time (Reservations)	≤ 120	52	59
Calls On Hold > 5 Min (Reservations)	≤ 5%	2.20%	2.50%
Calls On Hold > 5 Min (ETA)	≤ 10%	1.50%	2.20%
Complaints Per 1,000 Trips	≤ 4.0	2.5	3
Preventable Incidents per 100,000 miles	≤ 0.25	0.15	0.21
Preventable Collisions per 100,000 miles	≤ 0.50	0.5	0.73
Miles Between Road Calls	≥ 25,000	64,040	64,378



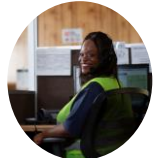
FY22 Accomplishments



Systemwide expansion of *Parents with Disabilities* Program



Where's My Ride (WMR) app Systemwide



Online reservations - Northern (San Fernando Valley) & Antelope Valley



Comprehensive Customer Satisfaction Survey

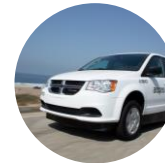


Two new service contracts - Southern & Antelope Valley regions



Contractor Driver Hiring Assistance Plan

FY23 Initiatives



Access' fleet preventative maintenance & rehabilitation program using ARPA funds



Electric Accessible Vehicle Pilot Program



Bluetooth Beacon Project - Rancho Los Amigos National Rehabilitation Center



Evaluate contractor driver wages & taxi subcontractor rates



Key Performance Indicators & service standards

Access Services – Recommendations

- A. APPROVING local funding request for Access Services (Access) in an amount not to exceed \$156,094,281 for FY23. This amount includes:
- Local funds for operating and capital expenses in the amount of \$153,651,022;
 - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,443,259; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.



Board Report

File #: 2022-0255, File Type: Budget

Agenda Number: 18.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 15, 2022

SUBJECT: FY 2022-23 METROLINK ANNUAL WORK PROGRAM BUDGET

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 2022-23 Operating, Rehabilitation, and Capital Budget in the amount of \$171,180,124;
- B. EXTENDING the lapsing dates for funds previously allocated to Metrolink for the Rehabilitation and Renovation Program and Capital projects as follows:
- FY 2014-15 extended from June 30, 2023 to June 30, 2024 - \$3,423
 - FY 2016-17 extended from June 30, 2023 to June 30, 2024 - \$286,000
 - FY 2018-19 extended from June 30, 2023 to June 30, 2025 - \$1,651,187
 - 94SCRALINK extended from June 30, 2023 to June 30, 2024 - \$245,242
 - 94-DORANSCRRA extended from June 30, 2022 to June 30, 2023 - \$137,029
 - 94SCRRAMRLUS extended from June 30, 2022 to June 30, 2023 - \$69,725
 - MRBRIGHTRX extended from June 30, 2022 to June 30, 2023 - \$226,990;
- C. APPROVING the FY23 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
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

ISSUE

The SCRRA (operating as "Metrolink") Joint Exercise of Powers Agreement (JPA) requires the member agencies to approve their share of the Metrolink budget on an annual basis. The total Metrolink FY 2022-23 Budget request for all JPA Member Agencies is \$441,616,694 consisting of \$232,549,743 for Commuter Rail Operations, \$94,445,000 for Rehabilitation Projects and \$114,621,951 for New Capital Projects. Staff is recommending approval of Metro's share of the Metrolink FY 2022-23 Budget in the amount of \$171,180,124. Metrolink is providing this proposed

budget to obtain member agency approval before adopting their FY 2022-23 budget in June. Metrolink transmitted their final FY 2022-23 budget on May 27, 2022, pursuant to the JPA guidelines (ATTACHMENT A).

DISCUSSION

The SCRRA operates and provides the Metrolink commuter rail service within Los Angeles County and between Los Angeles County and the surrounding counties of Orange, Riverside, San Bernardino and Ventura, and up to the northern San Diego County line. Metro’s JPA member agency share of Metrolink’s FY 2022-23 Budget totals \$171,180,124 consisting of \$120,454,841 for Commuter Rail Operations, \$42,455,125 for Rehabilitation Projects and \$8,270,158 for New Capital Projects.

Metrolink Operations - \$120,454,841

Metrolink’s total FY 2022-23 Budget request for Commuter Rail Operations from all JPA Member Agencies is \$232,549,743. Metro’s share of Metrolink Commuter Rail Operations is \$120,454,841 (of the total \$232,549,743) which is a \$20,527,239 increase (20.5%) over FY22 funding levels (please refer to 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 a 90% reduction in ridership due to the COVID pandemic resulting in substantial revenue loss. In addition, pursuant to Metrolink Board direction, Metrolink is restoring service to 100% service levels in October 2022 and adding new weekend service on the Ventura County Line consisting of two roundtrips on Saturday and Sunday. Metrolink has no fare increase for FY23. Staff continues to work collaboratively with SCRRA to ensure equitable and adequate service levels are implemented as we recover from the COVID pandemic as well as maintain an effective level of operating and maintenance costs.

TABLE 1 – METROLINK OPERATIONS BUDGET SUMMARY (\$000)				
	FY22	FY23	DIFFERENCE	CHANGE %*
Expenses	\$253,033,710	\$296,573,224	\$43,539,514	17.2%
Revenues	\$59,359,297	\$64,023,481	\$4,664,184	7.9%
Member Agencies	\$193,674,413	\$232,549,743	\$38,875,330	20.1%
Metro Subsidy	\$99,927,602	\$120,454,841	\$20,527,239	20.5%
Metro Share of Subsidy	51.6%	51.8%		

* Numbers may be subject to minor rounding.

Rehabilitation and Capital Projects - \$50,725,283

Metrolink submits Rehabilitation and Capital project funding requests to the JPA member agencies on an annual basis to maintain the Metrolink commuter rail system in a state of good repair, to ensure safety, and improve service. Metrolink’s FY 2022-23 total Rehabilitation and Capital budget request from all the JPA member agencies is \$209,066,951, consisting of \$94,445,000 for Rehabilitation/State of Good Repair and \$114,621,951 for New Capital Projects (see Rehabilitation and Capital Project List in ATTACHMENT A). Metro’s share is a total of \$50,725,283 (of the total \$209,066,951) for the FY 2022-23 Rehabilitation and Capital projects consisting of the following:

- \$35,955,125 for systemwide projects shared by all the JPA member agencies comprised of primarily 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
- \$6,500,000 for line specific projects on the Antelope Valley Line to rehabilitate bridges, culverts and tunnels, track, ties, ballast and crossing replacements, and signal, crossing and communication systems
- \$5,502,875 for systemwide New Capital Projects shared by all member agencies
- \$2,767,283 for systemwide New Locomotive Replacement shared by all member agencies*

* Metrolink has been very proactive by obtaining a \$51,696,093 Carl Moyer Grant and has requested \$45,000,000 in RAISE Grant funding (\$96,696,093 total Grant funding) to minimize member agency funding requirements to purchase new locomotives (totaling \$102,521,051) that will modernize the Metrolink fleet and lower emissions. Metro’s \$50,725,283 share assumes receipt of these grant funds. Metro staff will keep the Board apprised of next steps if the RAISE Grant funding is not awarded.

Metro staff has been working collaboratively with Metrolink and the other member agencies to review Metrolink’s FY23 rehabilitation and capital program, which aligns with all the JPA member agencies’ funding commitments. Staff is also working with Metrolink to prioritize urgent tracks, bridges, culverts and structures state of good repair projects to maintain safety and service.

Between FY17 through FY22, Metro has provided a total of approximately \$227 million in funding for 213 rehabilitation and capital projects.

TABLE 2 - Metro Funds for Rehab and Capital		
Fiscal Year	Number of Projects	Funding Amount
FY17	55	\$41,678,525
FY18	1	\$6,819,000
FY19	74	\$41,731,193
FY20	26	\$33,352,440
FY21	13	\$19,124,456
FY22	27	\$33,349,794
Subtotal	196	\$176,055,408
Proposed for FY23	17	\$50,725,283
GRAND TOTAL	213	\$226,780,691

EXTEND LAPSING DATES OF REHABILITATION / CAPITAL FUNDS

Metrolink rehabilitation 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. This recommended Board action extends SCRRA's various rehabilitation and capital project MOU funding in the amount of \$2,619,596 as outlined from expiring on June 30, 2022. Due to the unprecedented COVID pandemic, unforeseen material supplier delays, and project work delays, a time extension is being requested. Metrolink indicated that their work is in progress, some projects are close to completion and will be completed and invoiced by the requested extension date.

TRANSFERS TO OTHER OPERATORS' PAYMENT RATE TO METRO

Metrolink reimburses Metro for Metrolink riders who transfer to and from Metro services for free, including the rail system at Union Station, through the EZ Transit Program. For FY23, staff is recommending that the reimbursement rate remain at \$1.10, the same as for FY22, and that the existing EZ Transit Pass cap of \$5,592,000 be honored.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Metro's total FY 2022-23 Metrolink Annual Work Program programming authority recommendation is \$171,180,124. This is a programming action where capital expenditures can occur over multiple years and the Cost Center Manager will be responsible for annual budget funding allocations.

Metro's share of Commuter Rail Operations will be funded with \$120,454,841 in new Proposition C 10% / Measure M 1% funds and Rehabilitation and Capital may be funded with \$50,725,283 in new Measure R 3% funds to be expended over a five-year period through FY 2027. In July 2021, the Metro Board approved \$82.8 million in supplemental ARPA funds which can be allocated to eligible Metrolink operating expenses.

EQUITY PLATFORM

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for transit riders on the entire Metrolink system to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will allow commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in Equity Focus Communities adjacent to freeway facilities. Metro's programming share will also help fund transit service outside of Metro's service area.

Metrolink projects are designed and implemented with the requirement for community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. Regional rail investments create dislocated benefits for more distant communities and

impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will work collaboratively with Metrolink to seek opportunities to engage local communities to understand these equity issues prior to implementing projects as part of its process to work with local stakeholders to support better transit opportunities. Metro will review Metrolink's evaluation criteria to ensure it will be developed to include equity and benefits to disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports Strategic Plan Goal #1.2 to improve L.A. County's overall transit network and assets. Metro will work with the SCRRA to provide more frequent and reliable Metrolink service, improve customer satisfaction, and better transit connections throughout the network.

ALTERNATIVES CONSIDERED

As a member of the SCRRA JPA, Metro is required to approve its annual share of the SCRRA budget. The Metro Board could elect to authorize a different budget amount. However, staff does not recommend an alternate budget amount since Metro is funding Metrolink's full funding request.

NEXT STEPS

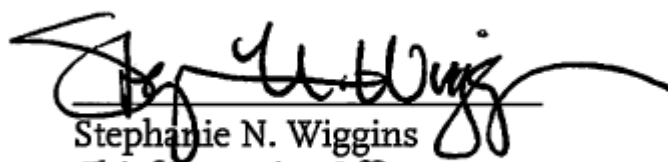
The Metrolink Board is scheduled to adopt their FY 2022-23 budget on June 24, 2022. Metro staff will monitor the implementation of SCRRA's budget and report back to the Metro Board with any issues requiring Metro Board action. Metro is firmly supportive and committed to being a strategic partner with Metrolink.

ATTACHMENTS

Attachment A - Metrolink FY 2022-23 Budget Transmittal

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Stephanie N. Wiggins
Chief Executive Officer

May 27, 2022

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 2022-23 (FY23)
Budget

On May 27, 2022, the SCRRA Board approved the transmission of the Proposed FY23 Budget for your consideration and adoption. The Board further approved the transmission of the Forecast Operating Statement for years FY24, YF25, FY26 and FY27 for your review and programming.

The FY23 Budget Operating Revenue is projected to be \$64.0M while the Operating Expenses are projected to be \$296.6M. The total Operating Support requested from Member Agencies is \$232.6M. Operating expenses will continue to be supported by CARES/ARPA/CRRSAA as funding is available. The FY23 Capital Program includes \$94.4M for Rehabilitation, \$12.1M for New Capital, and \$102.5M (\$5.9M of which is expected from Member Agencies) for Rolling Stock replacement.

As we navigate through the financial challenges presented by the pandemic and continue our ridership recovery efforts in the post-COVID "new normal", and the changes to work patterns, staff will be monitoring Ridership recovery, Farebox Revenues and Expenses very closely. The first quarter financial report will provide a thorough analysis of the current situation and our estimates of near-term performance, with recommendations for actions to deal with real-time conditions.

The Proposed FY23 Budget documentation, which was presented at the AFCOM Committee on May 13, 2022, and at the Board of Directors Meeting on May 27, 2022, is attached for your review. It includes:

- Board Item # 7A Approved at the Board of Director's Meeting on May 27, 2022
- Board item # 7A attachments, which includes:
 - Attachment A - Ridership Recovery Forecast

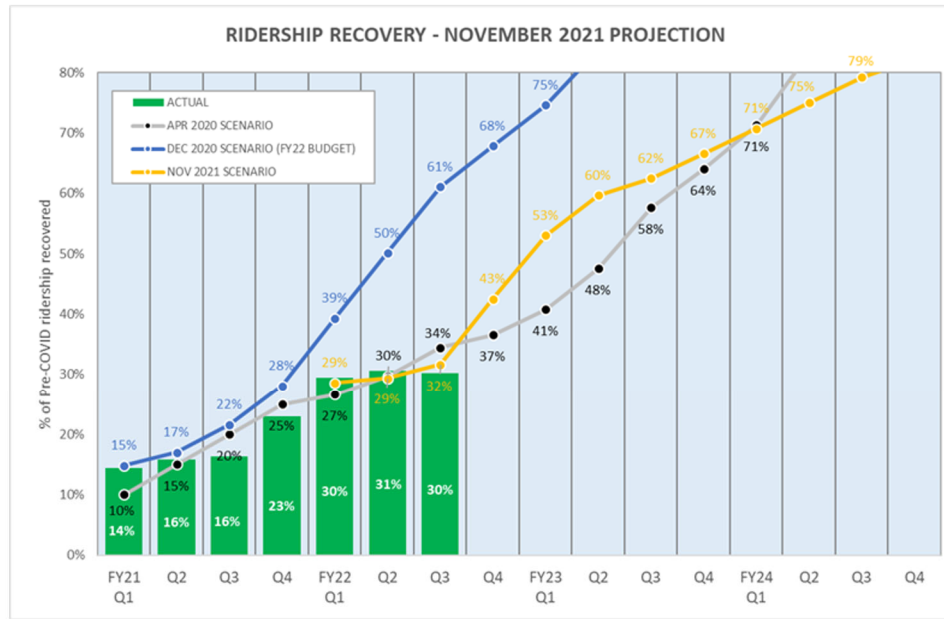
- Attachment B - FY23 Proposed Operating Budget with Comparison to FY22
- Attachment C - Historical Actual and Budgeted Operating Statements
- Attachment D - FY23 Proposed Operating Budget by Member Agency
- Attachment E - FY23 Proposed Operating Budget by Line
- Attachment F - History of Actual and Budgeted Operating Subsidy by Member Agency
- Attachment G - FY23 Proposed Rehabilitation Projects by Member Agency, Line, and Project Detail List
- Attachment H - FY23 Proposed New Capital by Member Agency, Line, and Project Detail List
- Attachment I - FY23 Proposed Capital Program Cashflow
- Attachment J - FY24 Forecasted Operating Budget
- Attachment K - FY25 Forecasted Operating Budget
- Attachment L - FY26 Forecasted Operating Budget
- Attachment M - FY27 Forecasted Operating Budget Detail List
- Attachment N - FY23 Proposed Operating Budget for ARROW Service for 4 Months (July-October)

Next Steps

May – June 2022	Staff present at Member Agencies’ Committee and Board meetings as requested
June, 2022	FY23 Proposed Budget to SCRRA 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.

Ridership Recovery Forecast



FY23 Proposed Operating Budget

(\$000s)	FY 21-22 Amended Budget	FY 22-23 Proposed Budget	Variance	
			FY23 Proposed vs FY22 Amended \$ Variance	% Variance
Operating Revenue				
Farebox Revenue	42,604	44,585	1,980	4.65%
Fare Reduction Subsidy	1,126	1,511	385	34.21%
Other Train Subsidies	2,352	2,500	148	6.30%
Special Trains	150	-	(150)	-100.00%
Subtotal-Pro Forma FareBox	46,232	48,595	2,364	5.11%
Dispatching	2,054	2,777	723	35.20%
Other Revenues	575	773	198	34.35%
MOW Revenues	11,556	11,879	323	2.80%
Total Operating Revenue	60,416	64,023	3,607	5.97%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	46,202	51,311	5,108	11.06%
Equipment Maintenance	37,594	41,054	3,460	9.20%
Fuel	20,686	32,524	11,838	57.22%
Non-Scheduled Rolling Stock Repairs	100	100	-	0.00%
Operating Facilities Maintenance	1,654	2,218	564	34.08%
Other Operating Train Services	916	934	18	1.94%
Rolling Stock Lease	-	-	-	n/a
Security	13,533	15,738	2,205	16.30%
Public Safety Program	102	103	1	1.13%
Passenger Relations	1,870	1,911	41	2.19%
TVM Maintenance/Revenue Collection	4,614	5,365	752	16.29%
Marketing	2,868	3,097	230	8.02%
Media & External Communications	362	372	10	2.89%
Utilities/Leases	2,965	3,914	949	32.00%
Transfers to Other Operators	3,276	3,276	-	0.00%
Amtrak Transfers	824	824	-	0.00%
Station Maintenance	2,065	2,185	120	5.80%
Rail Agreements	4,218	5,305	1,087	25.78%
Holiday Trains	265	-	(265)	-100.00%
Special Trains	92	500	408	443.48%
Subtotal Operations & Services	144,206	170,732	26,526	18.39%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	49,034	51,480	2,446	4.99%
MoW - Extraordinary Maintenance	697	1,048	350	50.23%
Subtotal Maintenance-of-Way	49,731	52,527	2,796	5.62%
<u>Administration & Services</u>				
Ops Salaries & Benefits	16,817	18,066	1,250	7.43%
Ops Non-Labor Expenses	8,654	11,983	3,329	38.47%
Indirect Administrative Expenses	19,889	21,546	1,656	8.33%
Ops Professional Services	2,398	2,685	287	11.97%
Subtotal Admin & Services	47,758	54,280	6,522	13.66%
Contingency	90	90	-	0.00%
Total Operating Expenses	241,785	277,629	35,844	14.82%
Insurance and Legal				
Liability/Property/Auto	14,677	16,088	1,411	9.61%
Net Claims / SI	990	1,000	10	1.01%
Claims Administration	1,172	1,856	684	58.30%
Total Net Insurance and Legal	16,840	18,944	2,104	12.50%
Total Expense	258,625	296,573	37,948	14.67%
Loss / Member Support Required	(198,209)	(232,550)	(34,341)	17.33%

Numbers may not foot due to rounding

Historical Actual and Budgeted Operating Statements

(\$000s)	FY 18-19 Actual	FY 19-20 Actual	FY 20-21 Actual	FY 21-22 Amended Budget	FY 22-23 Proposed Budget	Variance	
						FY23 Proposed vs FY22 Amended	
						\$ Variance	% Variance
Operating Revenue							
Farebox Revenue	79,007	61,843	13,811	42,604	44,585	1,980	4.65%
Fare Reduction Subsidy	3,147	1,090	164	1,126	1,511	385	34.21%
Other Train Subsidies	-	-	2,306	2,352	2,500	148	6.30%
Special Trains	-	171	-	150	-	(150)	-100.00%
Subtotal-Pro Forma FareBox	82,154	63,104	16,256	46,232	48,595	2,364	5.11%
Dispatching	2,136	2,300	2,079	2,054	2,777	723	35.20%
Other Revenues	790	254	345	575	773	198	34.35%
MOW Revenues	13,017	13,301	11,545	11,556	11,879	323	2.80%
Total Operating Revenue	98,097	78,958	30,225	60,416	64,023	3,607	5.97%
Operating Expenses							
Operations & Services							
Train Operations	43,093	45,701	42,885	46,202	51,311	5,108	11.06%
Equipment Maintenance	36,642	36,861	37,041	37,594	41,054	3,460	9.20%
Fuel	23,582	21,150	18,640	20,686	32,524	11,838	57.22%
Non-Scheduled Rolling Stock Repairs	87	92	112	100	100	-	0.00%
Operating Facilities Maintenance	1,683	1,569	2,130	1,654	2,218	564	34.08%
Other Operating Train Services	1,069	863	945	916	934	18	1.94%
Rolling Stock Lease	230	231	230	-	-	-	n/a
Security	8,715	9,367	13,597	13,533	15,738	2,205	16.30%
Public Safety Program	209	55	64	102	103	1	1.13%
Passenger Relations	1,769	1,786	1,787	1,870	1,911	41	2.19%
TVM Maintenance/Revenue Collection	7,871	7,594	3,503	4,614	5,365	752	16.29%
Marketing	4,304	1,359	2,092	2,868	3,097	230	8.02%
Media & External Communications	348	410	219	362	372	10	2.89%
Utilities/Leases	2,775	2,762	2,899	2,965	3,914	949	32.00%
Transfers to Other Operators	5,608	5,394	662	3,276	3,276	-	0.00%
Amtrak Transfers	1,497	1,166	41	824	824	-	0.00%
Station Maintenance	1,847	1,980	1,960	2,065	2,185	120	5.80%
Rail Agreements	5,696	5,159	4,812	4,218	5,305	1,087	25.78%
Holiday Trains	-	57	-	265	-	(265)	-100.00%
Special Trains	-	524	-	92	500	408	443.48%
Subtotal Operations & Services	147,026	144,081	133,621	144,206	170,732	26,526	18.39%
Maintenance-of-Way							
MoW - Line Segments	43,112	43,375	43,756	49,034	51,480	2,446	4.99%
MoW - Extraordinary Maintenance	801	864	599	697	1,048	350	50.23%
Subtotal Maintenance-of-Way	43,913	44,239	44,355	49,731	52,527	2,796	5.62%
Administration & Services							
Ops Salaries & Benefits	13,484	15,497	15,578	16,817	18,066	1,250	7.43%
Ops Non-Labor Expenses	6,725	7,645	7,334	8,654	11,983	3,329	38.47%
Indirect Administrative Expenses	16,151	18,254	17,695	19,889	21,546	1,656	8.33%
Ops Professional Services	2,423	3,019	2,311	2,398	2,685	287	11.97%
Subtotal Admin & Services	38,784	44,415	42,917	47,758	54,280	6,522	13.66%
Contingency	-	11	-	90	90	-	0.00%
Total Operating Expenses	229,723	232,745	220,893	241,785	277,629	35,844	14.82%
Insurance and Legal							
Liability/Property/Auto	9,429	9,870	12,447	14,677	16,088	1,411	9.61%
Net Claims / SI	1,212	2,303	1	990	1,000	10	1.01%
Claims Administration	682	367	682	1,172	1,856	684	58.30%
Total Net Insurance and Legal	11,324	12,540	13,129	16,840	18,944	2,104	12.50%
Total Expense	241,046	245,285	234,023	258,625	296,573	37,948	14.67%
Non-Recurring Settlement Expense 1	-	-	3,234	-	-	-	n/a
Non-Recurring Settlement Expense 2	-	-	2,370	-	-	-	n/a
Loss / Member Support Required	(142,949)	(166,327)	(209,402)	(198,209)	(232,550)	(34,341)	17.33%
Member Support Payments	150,550	156,578	163,176				
CARES Funding Utilized	-	9,748	46,226	TBD	TBD	TBD	TBD
Surplus / (Deficit)	7,600	-	-				

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Member Agency

(\$000s)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	19,838	11,721	4,926	6,313	1,788	44,585
Fare Reduction Subsidy	904	-	-	607	-	1,511
Other Train Subsidies	2,500	-	-	-	-	2,500
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	23,241	11,721	4,926	6,920	1,788	48,595
Dispatching	1,318	1,040	15	99	304	2,777
Other Revenues	395	171	72	111	24	773
MOW Revenues	6,206	3,041	729	1,473	430	11,879
Total Operating Revenue	31,160	15,973	5,741	8,603	2,546	64,023
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	28,085	10,575	4,721	5,852	2,077	51,311
Equipment Maintenance	19,280	9,771	5,153	4,996	1,854	41,054
Fuel	17,492	7,112	2,975	3,741	1,203	32,524
Non-Scheduled Rolling Stock Repairs	49	25	10	12	3	100
Operating Facilities Maintenance	1,082	559	232	270	75	2,218
Other Operating Train Services	464	128	111	156	74	934
Rolling Stock Lease	-	-	-	-	-	-
Security	7,688	3,207	2,338	1,742	764	15,738
Public Safety Program	49	18	15	11	10	103
Passenger Relations	965	464	168	271	44	1,911
TVM Maintenance/Revenue Collection	2,232	1,245	944	601	343	5,365
Marketing	1,603	694	278	447	75	3,097
Media & External Communications	177	64	55	39	37	372
Utilities/Leases	1,857	674	582	411	389	3,914
Transfers to Other Operators	1,824	752	235	398	69	3,276
Amtrak Transfers	276	504	-	-	44	824
Station Maintenance	1,358	326	127	282	92	2,185
Rail Agreements	2,345	996	1,349	345	269	5,305
Holiday Trains	-	-	-	-	-	-
Special Trains	238	99	56	72	36	500
Subtotal Operations & Services	87,062	37,214	19,350	19,647	7,460	170,732
<u>Maintenance-of-Way</u>						
MoW - Line Segments	28,546	10,187	3,308	6,501	2,937	51,480
MoW - Extraordinary Maintenance	614	150	100	112	73	1,048
Subtotal Maintenance-of-Way	29,159	10,337	3,408	6,613	3,009	52,527
<u>Administration & Services</u>						
Ops Salaries & Benefits	8,570	3,126	2,680	1,899	1,791	18,066
Ops Non-Labor Expenses	6,041	2,499	1,397	1,328	719	11,983
Indirect Administrative Expenses	10,221	3,712	3,206	2,262	2,144	21,546
Ops Professional Services	1,274	463	400	282	267	2,685
Subtotal Admin & Services	26,106	9,800	7,682	5,771	4,921	54,280
Contingency	43	16	13	9	9	90
Total Operating Expenses	142,370	57,366	30,454	32,040	15,399	277,629
Insurance and Legal						
Liability/Property/Auto	7,850	4,054	1,684	1,958	541	16,088
Net Claims / SI	488	252	105	122	34	1,000
Claims Administration	906	468	194	226	62	1,856
Total Net Insurance and Legal	9,244	4,774	1,983	2,306	637	18,944
Total Expense	151,614	62,140	32,437	34,346	16,036	296,573
Loss / Member Support Required	(120,455)	(46,167)	(26,696)	(25,742)	(13,490)	(232,550)

Numbers may not foot due to rounding

FY23 Proposed Operating Budget by Line

(\$000s)	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenue								
Farebox Revenue	12,352	4,201	5,453	2,524	8,831	6,448	4,775	44,585
Fare Reduction Subsidy	1,511	-	-	-	-	-	-	1,511
Other Train Subsidies	798	99	969	318	194	-	123	2,500
Special Trains	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	14,660	4,299	6,422	2,842	9,026	6,448	4,898	48,595
Dispatching	336	587	341	2	1,485	6	21	2,777
Other Revenues	228	57	150	47	130	101	60	773
MOW Revenues	3,348	1,285	3,032	183	1,942	1,322	767	11,879
Total Operating Revenue	18,571	6,228	9,945	3,074	12,582	7,877	5,746	64,023
Operating Expenses								
Operations & Services								
Train Operations	12,285	5,503	11,580	3,400	8,020	5,524	4,999	51,311
Equipment Maintenance	9,554	4,230	7,022	2,616	7,302	5,586	4,744	41,054
Fuel	7,434	3,146	6,824	2,230	6,026	3,931	2,933	32,524
Non-Scheduled Rolling Stock Repairs	25	8	17	6	19	14	10	100
Operating Facilities Maintenance	552	186	386	128	431	314	220	2,218
Other Operating Train Services	298	124	135	112	71	91	104	934
Rolling Stock Lease	-	-	-	-	-	-	-	-
Security	3,283	1,497	3,327	1,207	2,254	1,977	2,194	15,738
Public Safety Program	15	17	19	15	10	13	14	103
Passenger Relations	575	108	391	88	334	270	145	1,911
TVM Maintenance/Revenue Collection	951	780	865	422	758	865	723	5,365
Marketing	954	189	621	155	519	403	258	3,097
Media & External Communications	54	62	67	56	35	46	52	372
Utilities/Leases	571	650	707	586	372	479	548	3,914
Transfers to Other Operators	867	196	757	173	817	166	301	3,276
Amtrak Transfers	-	123	-	-	700	-	-	824
Station Maintenance	606	373	452	165	397	14	177	2,185
Rail Agreements	-	728	-	2,044	758	878	898	5,305
Holiday Trains	-	-	-	-	-	-	-	-
Special Trains	110	76	80	69	84	67	15	500
Subtotal Operations & Services	38,135	17,996	33,249	13,471	28,907	20,637	18,336	170,732
Maintenance-of-Way								
MoW - Line Segments	14,962	8,183	11,853	1,109	7,180	4,558	3,635	51,480
MoW - Extraordinary Maintenance	230	158	167	145	177	141	31	1,048
Subtotal Maintenance-of-Way	15,192	8,341	12,019	1,254	7,357	4,698	3,666	52,527
Administration & Services								
Ops Salaries & Benefits	2,646	2,991	3,271	2,696	1,732	2,209	2,522	18,066
Ops Non-Labor Expenses	2,384	1,500	2,312	1,184	1,841	1,432	1,329	11,983
Indirect Administrative Expenses	3,144	3,581	3,891	3,228	2,049	2,635	3,019	21,546
Ops Professional Services	392	446	485	402	255	328	376	2,685
Subtotal Admin & Services	8,565	8,518	9,959	7,510	5,877	6,605	7,245	54,280
Contingency	13	15	16	13	9	11	13	90
Total Operating Expenses	61,905	34,870	55,244	22,249	42,150	31,951	29,260	277,629
Insurance and Legal								
Liability/Property/Auto	4,007	1,353	2,797	930	3,123	2,278	1,599	16,088
Net Claims / SI	249	84	174	58	194	142	99	1,000
Claims Administration	462	156	323	107	360	263	185	1,856
Total Net Insurance and Legal	4,718	1,593	3,293	1,095	3,678	2,683	1,883	18,944
Total Expense	66,623	36,463	58,537	23,345	45,828	34,634	31,143	296,573
Loss / Member Support Required	(48,052)	(30,236)	(48,592)	(20,271)	(33,246)	(26,757)	(25,397)	(232,550)

Numbers may not foot due to rounding

History of actual and budgeted Operating Subsidy with variances of FY23 vs FY22

Support by Member Agency

	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY22 Amended Budget	\$198,208,745	\$101,451,894	\$39,084,641	\$21,923,093	\$23,181,207	\$12,567,910
FY23 Proposed Budget	\$232,549,743	\$120,454,841	\$46,167,104	\$26,695,637	\$25,742,176	\$13,489,985

Year-Over-Year Change	Total Support	METRO Share	OCTA Share	RCTC Share	SBCTA Share	VCTC Share
FY23 vs FY22						
\$ increase	\$34,340,998	\$19,002,947	\$7,082,463	\$4,772,545	\$2,560,969	\$922,074
% increase	17.3%	18.7%	18.1%	21.8%	11.0%	7.3%

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



REHABILITATION PROJECT PROPOSALS FOR FY2023 BUDGET

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
1	HOLMANS	2417	Rehab	ALL	All	NA	Worn	High	Rolling Stock	BOMBARDIER RAILCAR REBUILD	Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work includes: Bombardier Railcar Rebuild - Option order for 38 Generation 1 cars	30,000,000	14,250,000	5,940,000	3,330,000	4,320,000	2,160,000
2	HOLMANS	2556	Rehab	ALL	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Phase 2: MOW health and welfare facilities installation, rehab and utility connections. Designs and replace rented crew trailer including furniture, equipment and repositioning to meet CPUC mandated clearances as well as connect to utilities. - Automate and install predictive failure notifications to some of the facilities equipment to detect and repair failures before they become impact to rail operation. Include some title 24 upgrades. - Add and update ground power at yards and Laguna Niguel siding. - Rehab ground air in the yards. - Fall protection/roof platform rehab CMF. - Phase 1: Replacement of 30 year old south electrical switchgear at CMF. - Install permanent power at Lang Yard. - Systemwide facilities and yard paving, striping, fencing, access carts, signage, paint rehab.	5,200,000	2,470,000	1,029,600	577,200	748,800	374,400
3	HOLMANS	2557	Rehab	ALL	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. Project budget to cover cost of zero emission light and potentially medium duty vehicles (subject to manufacture production schedules). Heavy - 2 Medium - 4 Light Duty - 25 Equipment - 4	3,510,000	1,667,250	694,980	389,610	505,440	252,720
4	HOLMANS	2558	Rehab	ALL	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,000
5	HOLMANS	2559	Rehab	ALL	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000
6	HOLMANS	2597	Rehab	ALL	All	NA	Worn	High	Rolling Stock	ROLLING STOCK DAMAGE REPAIR	Rolling Stock Damage Repair – Oxnard accident cars – see attached STV report. The cost estimate includes the following considerations and assumptions: 1) The estimated costs to repair are based solely on visible damages during the inspection and engineering estimations made accounted for anticipated hidden damages. 2) The estimated costs to repair is to restore the cars to an “as-new condition” for revenue service. 3) The estimated costs to repair do not consider internal structural, air piping, cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 4) The estimate costs to repair do not consider underfloor air piping and cabling damages due to inaccessibility during the visual inspection, however, engineering assumptions were made to estimate likely hidden damages. 5) The estimated costs to repair does not include “non-recurring engineering cost” and production setup cost. 6) Engineering costs are a rough order of magnitude and do not account for influences such as market forces. 7) Market Adjustments: STV report says \$5M but it is almost 5 years old. Considering 7% of market price increase for 7 years, it is \$5.35M. 8) Additional Adjustments: STV report does not include structural inspection and repair. Due to the heavy accident, it will require engineering analysis on the structural integrity to ensure its road-worthy – estimation is \$2M, including engineering consultant and actual repair. 10% for internal costs.	8,000,000	3,800,000	1,584,000	888,000	1,152,000	576,000

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
7	HOLMANS	2598	Rehab	ALL	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of locomotives, railcars and cab cars. Specific work includes: 1) Rotem HVAC Overhaul/Rebuild - \$2M a. Continuous cashflow for 4 rebuilt HVAC units every 30 days b. Risk - termination of equipment for faulty HVAC units - this is already an issue c. This is an ongoing program with funding to be requested in future budget years 2) Fleetwide Condition-based Maintenance Program (CBM) - \$3M a. Program targeting a proactive approach to identify, plan and perform repair/replacement of parts prior to failure and a tailored schedule to each component. 1. Document the CBM program for user manuals, process, flow-chart, training and support algorithm. 2. Develop the reliability and availability algorithm along with RBA process. 3. Deliver on-hand tools and add-on sensors to the maintenance end-users and rolling stocks. 4. Re-structure the maintenance process and facility support for CBM. 5. Analysis and develop the daily maintenance onsite process to accommodate the best efficiency in CBM program. 6. Code the algorithm and process for an application to Metrolink configurational management tool. 7. Code the system for an automatic notification, RBA alert and predictive failure warning. 8. Send notification of resolution to reporting source of any issues or failures. 9. Run development for the supply quality assurance. 3) Communication System Overhaul - \$640K a. Upgrade the communication control system for wireless control, onboard Ethernet network. b. Upgrade the destination panel. c. Overhaul the minor components such as speakers, microphone, etc. d. This is an ongoing program with funding to be requested next year to complete 4) HVAC Air Quality Solution - COVID-19 - \$2.3M a. Mitigation for COVID-19. b. F125 & MP36 locomotive and Rotem passenger car. c. This is already underway for Bombardier cars. d. This is an ongoing program with funding to be requested in future budget years. 5) MP36 Loco lifecycle management - \$3.6M a. MP36s are approaching their midlife in 2023. b. Highest priority systems to be addressed in order to keep these locomotives serviceable. c. This is an ongoing program with funding to be requested in future budget years.	11,600,000	5,510,000	2,296,800	1,287,600	1,670,400	835,200
8	WONGS	2631	Rehab	ALL	All	NA	Worn	Low	Information Technology	GENERAL INFORMATION TECHNOLOGY EQUIPMENT AND SYSTEM REHABILITATION	The Metrolink IT environment is in need of rehabilitation. The scope involves the replacement of end-user equipment and systems (e.g. laptops, desktops, tablets, monitors, cellphones, software systems), office equipment (e.g. multifunction printers, plotters, audio/video conferencing systems), and infrastructure equipment.	485,000	230,375	96,030	53,835	69,840	34,920
ALL SHARE PROJECT PROPOSAL REQUEST												68,795,000	32,677,625	13,621,410	7,636,245	9,906,480	4,953,240
9	HOLMANS	2386	Rehab	ALL	River Sub - West Bank	0 - 485.20	Worn	High	Structures	RIVER SUBDIVISION STRUCTURES REHABILITATION - WEST BANK	River Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work for this request is for rehabilitation of the Arroyo Seco Bridge.	6,900,000	3,277,500	1,366,200	765,900	993,600	496,800
RIVER SUBDIVISION-WEST BANK PROJECT PROPOSAL REQUEST												6,900,000	3,277,500	1,366,200	765,900	993,600	496,800

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
10	HOLMANS	2617	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Tunnel 25 Rehabilitation: Option 1: Partial funding necessary for the complete track rehabilitation of Track in the Tunnel. (Additional \$8M would need to be secured elsewhere). Option 2: Take advantage of economies of scale and perform major maintenance in the Tunnel by combining scope, equipment and labor forces with the work coming on Tunnel 26 which is funded through separate outside FRA Grant. Work would remove & replace approximately 20% of ties and ballast.	4,000,000	4,000,000	-	-	-	-
11	HOLMANS	2627	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED: 1) CP Courrier MP 6.4 - Replace CP House, internal control equipment, and power switch machine \$550,000 2) EC Repeater & Switch Leaving Signal MP 7.51 - Replace house, internal control equipment and battery back-up - \$250,000 3) Int Signal 71-73 MP 7.9 Replace Signal House, internal control equipment - \$350,000 4) Int Signal 141-142 MP 14.2 Replace Signal House, internal control equipment - \$350,000 5) DED MP 15.10 - Replace detector and control equipment - \$250,000 6) Int Signal 191-192 MP 19.22 Replace Signal House, internal control equipment - \$350,000 7) Int Signal 201-202 MP 20.8 Replace Signal House, internal control equipment - \$350,000 8) EC4 Repeater MP 21.8 Replace Signal House, internal control equipment - \$350,000 9) EC4 Repeater MP 22.6 Replace Signal House, internal control equipment - \$350,000	2,500,000	2,500,000	-	-	-	-
METRO PROJECT PROPOSAL REQUEST												6,500,000	6,500,000	-	-	-	-
12	HOLMANS	2620	Rehab	Orange County Line	Orange	NA	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes Metrolink Share of NCTD Turnout at Basilone Spur Rail replacement, and upgrade from 115 lb rail to 136 lb rail from Beach Rd to CP Serra (Scope removed from 2021 due to SCORE coordination issues). Riprap and track protection along the coast.	6,700,000	-	6,700,000	-	-	-
13	HOLMANS	2626	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work includes construction funding for Culverts designed and environmentally cleared in FY20, but do not have sufficient construction funding. Culverts MP 205.8 and 207.2 Orange Sub, and Olive Sub MP 5.4.	2,220,000	-	2,220,000	-	-	-

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITI ON	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC
14	HOLMANS	2630	Rehab	Orange County Line	Orange	NA	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	<p>Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:</p> <ul style="list-style-type: none"> - Signal systems - Crossing systems - Communication systems <p>COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB</p> <p>SIGNALS WORK WILL BE REASSESSED FOR CHANGE CONDITIONS IN THE YEAR OF APPROVED FUNDING WITH PRIORITIES LISTED:</p> <ol style="list-style-type: none"> 1) CP La Palma MP 167.3 - Replace CP House, internal control equipment, and power switch machine \$600,000 2) CP College MP 169.8 - Replace CP House, internal control equipment, and power switch machine \$550,000 3) CP Maple MP 172.4 - Replace CP House, internal control equipment, and power switch machine \$600,000 4) CP Lincoln MP 174.7 - Replace CP House, internal control equipment, and power switch machine \$600,000 5) CP Aliso MP 178.9 - Replace CP House, internal control equipment, and power switch machine \$550,000 6) CP Tinkham MP 184.5 - Replace CP House, internal control equipment, and power switch machine \$600,000 	3,330,000	-	3,330,000	-	-	-
OCTA PROJECT PROPOSAL REQUEST												12,250,000	-	12,250,000	-	-	-
FY2023 PROPOSED REHABILITATION REQUEST												94,445,000	42,455,125	27,237,610	8,402,145	10,900,080	5,450,040



NEW CAPITAL PROJECTS PROPOSALS FOR FY2023 BUDGET

REVISED: 03/22/22

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	PURSUIING RAISE GRANT	OTHER-SECURED CARL MOYER GRANT		
1	CHAKLADARA	2456	Capital	ALL	All	NA	NA	NA	Information Technology	AGENCYWIDE CYBERSECURITY IMPLEMENTATION	Cyber threats have proliferated and have become more sophisticated over the years. Most organizations have a dedicated cybersecurity team led by a CISO (Chief Information Security Officer). A Cybersecurity Manager was approved in the FY22 budget, however the position once hired, will not have a dedicated team of cybersecurity experts. Instead, the Cybersecurity Manager will have to rely on several part-time resources from the Infrastructure, Networking and HelpDesk teams in the IDTS team. This project aims to build a cybersecurity framework, monitor evolving security threats, build a mitigation strategies for incidence management, and proactively harden the security posture of the agency from cyberthreats. The project envisions deploying contract services and software and hardware products.	439,000	208,525	86,922	48,729	63,216	31,608					
2	STEWARTM	2476	Capital	ALL	All	NA	NA	NA	Facilities	CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION PHASE I DESIGN & ENVIRONMENTAL	Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Additionally, Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to design the CMF projects identified in the CMF Modernization Study effort. Modernizing the 30-year-old CMF will increase the operational efficiency of the facility because the improvements identified through the CMF Modernization Study effort will bring the facility up to date with safety, technological improvements, addition work platforms, cranes, tables use of Wi-Fi and improve layouts for warehousing parts. Many of the projects that would increase operational efficiency of maintenance activities also contribute to addressing the community concerns by reducing the number of idling locomotives in the yard and the duration of their idling reducing the noise and emissions from locomotives. Due to the limitations of the property situated between San Fernando Road and the LA River which is built out with the current buildings and tracks and the need to maintain service while any project is constructed there are some limitations to the improvements that can be made and any construction to the existing site and buildings needs carefully planned staging plans.	3,721,000	1,767,475	736,758	413,031	535,824	267,912					
3	STEWARTM	2477	Capital	ALL	All	NA	NA	NA	Facilities	CENTRAL MAINTENANCE FACILITY (CMF) MODERNIZATION EARLY ACTION TO ADDRESS COMMUNITY CONCERNS	Improvements to the CMF have a system-wide impact through improving the functionality, productivity, and overall demand for fleet inspection, service, repair, storage and rehabilitation. Metrolink has committed to the CMF Action Plan, which promises continuous improvements to ensure Metrolink is a good neighbor. This budget request will allow Metrolink to advance an additional sound barrier at CMF. Following a successful demonstration of steel sound barriers at the service and inspection track (pilot barriers face the Elysian Valley community), additional sound barriers will be installed on the other side of the servicing area to dampen the noise generated by idling locomotives. This investment has been repeatedly requested by the Cypress Park community.	515,000							515,000			

ROW#	CREATOR	PROJECT #	TYPE	ROUTE LINE	SUB DIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	PURSuing RAISE GRANT	OTHER-SECURED CARL MOYER GRANT					
4	VEGAR	2576	Capital	ALL	All	NA	Worn	High	Business Systems	ENTERPRISE ASSET MANAGEMENT (EAM) IMPROVEMENT PROJECT - PHASE II	Metrolink is building out the use of Trapeze Enterprise Asset Management System (EAM) as part of an effort to consolidate a series of standalone asset management systems into a single repository in a phased approach. The Metrolink Board approved a single source procurement back in May 2021 with Trapeze Software Group to add 2 new modules, optimization, implementation services, and Organizational Change Management as part of Phase I for \$1.5M. While Phase I (Project No. 519093) has been launched in FY2022, staff anticipates the project timeline will extend beyond the current fiscal year and into FY2023. As staff works to deliver Phase I of this EAM Improvement Project, there is a possibility of potential change orders that will be needed. Approximately \$200K of this budget request would be a placeholder in the capital budget for any unexpected consulting services, interfaces, customization, and configuration needs. Furthermore, Phase II would include the purchase of additional licenses and modules, implementation services, additional Organizational Change Management support, and other expenses as needed. The modules included in Phase II include: Application Interface Programming (API), Telematics, Mobile Focus Enterprise, Network Restrictions, Linear Visualization, and Illustrated Parts Catalog. This new phase will also require the support of a project management consultant, agency staff time, and project reserve at a similar percentage as budgeted for Trapeze EAM Phase I. In addition to building out the use of its prominent EAM System; Metrolink staff is also exploring software solutions that can be integrated in its EAM system to support prescriptive rail maintenance and allow the agency to measure the life extension and cost savings from rail grinding, milling and friction management allowing Metrolink to make well-informed investment decisions. The agency is seeking a software solution that will provide track engineering data, economics, and physics-based models that can be easily integrated into capital planning, budgeting and work execution processes. A prescriptive rail maintenance solution will enhance the agency's ability to develop the business case and identify the optimal rail maintenance strategy. This will allow Metrolink to more easily plan, approve, and fund rail maintenance, ultimately reducing maintenance costs and extending rail life and support the agency's State of Good Repair objectives. This effort combined with the investment in new modules and interfaces as part of Phase II of the EAM Improvement Project is anticipated to cost approximately \$1.7M.	1,700,000	807,500	336,600	188,700	244,800	122,400								
5	HOLMANS	2636	Capital	ALL	All	NA	Marginal	High	Business Systems	PMIS PURCHASE AND CONFIGURATION	Implementation of a robust project management information, (PMIS), providing program controls support for ongoing and future work associated with capital improvement and rehabilitation projects initiated by SCRRA. The scope of the PMIS includes: Project Controls, Schedule Management, Cost Management, Estimating, Risk Management, Reporting Management, Contract Management and Document Management. The implementation phase tasks include: o Configuring the PMIS system to provide the following functionalities: Contract Mgmt., Cost Mgmt., Scheduling Mgmt., Risk Mgmt., Reporting, Document Control, etc. o Pilot project o Data Migration o Training & Roll out The planning phase tasks include those already funded in prior FY21 project: o Requirements gathering and documentation o Gap analysis o Updating Business processes o Support in documenting and development of technical requirements that will be included in the forthcoming RFP for PMIS software and integration o Develop a comprehensive implementation plan	5,725,000	2,719,375	1,133,550	635,475	824,400	412,200								
FY2023 PROPOSED NEW CAPITAL REQUEST												12,100,000	5,502,875	2,293,830	1,285,935	1,668,240	834,120	515,000	-	-					
6	STEWARTM	2479	Capital	ALL	All	NA	Marginal	High	Rolling Stock	*MP36 LOCOMOTIVE REPLACEMENT - 10 OUT OF 15 LOCOMOTIVES - SUBJECT TO GRANT PURSUIT	The Tier 2 MP36 fleet of 15 locomotives was deployed in 2008-2009 and is now approaching its mid-life and the RAMs metrics are trending down as expected for locomotives at this age and use. This project request is for replacement of the MP36 fleet with new Tier 4 locomotives. (Agency is pursuing the goal to fund with grants up-to 94.3% with Member Agency contribution of 5.7%. This project proposal #2479 covers the first 10 out of a total of 15 locomotives with a 5.7% Member Agency contribution of \$5.82M out of this total \$102.52M funding request. The Agency has already secured \$51.6M in Carl Moyer grant funding for this project. Currently pursuing RAISE grant of \$45.0M.)	102,521,951	2,767,283	1,153,520	646,670	838,924	419,462	-	45,000,000	51,696,093					
FY2023 PROPOSED NEW CAPITAL TOTAL REQUEST												114,621,951	8,270,158	3,447,350	1,932,605	2,507,164	1,253,582	515,000	45,000,000	51,696,093					

NOTE:

*Staff will continue to secure additional grant funding for this project.

FY23 PROPOSED CAPITAL PROGRAM CASHFLOW

as of 03.18.22

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY23 Rehabilitation	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M
	CASH OUTLAY						
2022-23	\$2.1M	\$1.4M	\$0.4M	\$0.5M	\$0.3M	\$0.0M	\$4.7M
2023-24	\$14.9M	\$9.5M	\$2.9M	\$3.8M	\$1.9M	\$0.0M	\$33.1M
2024-25	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
2025-26	\$12.7M	\$8.2M	\$2.5M	\$3.3M	\$1.6M	\$0.0M	\$28.3M
Totals	\$42.5M	\$27.2M	\$8.4M	\$10.9M	\$5.5M	\$0.0M	\$94.4M

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY23 New Capital	\$5.5M	\$2.3M	\$1.3M	\$1.7M	\$0.8M	\$0.5M	\$12.1M
	CASH OUTLAY						
2022-23	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$0.6M
2023-24	\$1.9M	\$0.8M	\$0.5M	\$0.6M	\$0.3M	\$0.2M	\$4.2M
2024-25	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$0.2M	\$3.6M
2025-26	\$1.7M	\$0.7M	\$0.4M	\$0.5M	\$0.3M	\$0.2M	\$3.6M
Totals	\$5.5M	\$2.3M	\$1.3M	\$1.7M	\$0.8M	\$0.5M	\$12.1M

Cash Basis

	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	RAISE	CARL MOYER	TOTAL
FY23 MP36 LOCO REPLACEMENT	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$0.0M	\$45.0M	\$51.7M	\$102.5M
	CASH OUTLAY								
2022-23	\$0.1M	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.3M	\$2.6M	\$5.1M
2023-24	\$1.0M	\$0.4M	\$0.2M	\$0.3M	\$0.1M	\$0.0M	\$15.8M	\$18.1M	\$35.9M
2024-25	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$0.0M	\$13.5M	\$15.5M	\$30.8M
2025-26	\$0.8M	\$0.3M	\$0.2M	\$0.3M	\$0.1M	\$0.0M	\$13.5M	\$15.5M	\$30.8M
Totals	\$2.8M	\$1.2M	\$0.6M	\$0.8M	\$0.4M	\$0.0M	\$45.0M	\$51.7M	\$102.5M

**FY2023-24 Forecast - Operating Budget
by Member Agency**

	FY24 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	26,779	14,896	6,258	8,022	1,242	57,196
Fare Reduction Subsidy	1,555	-	-	1,044	-	2,599
Other Train Subsidies	2,575	-	-	-	-	2,575
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	30,909	14,896	6,258	9,066	1,242	62,370
Dispatching	1,354	1,080	15	103	315	2,867
Other Revenues	395	171	72	111	24	773
MOW Revenues	6,176	3,157	756	1,492	446	12,027
Total Operating Revenue	38,834	19,303	7,102	10,772	2,026	78,037
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	29,475	11,103	4,971	6,142	2,185	53,876
Equipment Maintenance	20,258	10,260	5,389	5,251	1,948	43,107
Fuel	18,363	7,453	3,138	3,927	1,269	34,150
Non-Scheduled Rolling Stock Repairs	51	26	11	13	4	105
Operating Facilities Maintenance	1,136	587	244	283	78	2,329
Other Operating Train Services	487	135	116	164	78	981
Rolling Stock Lease	-	-	-	-	-	-
Security	8,075	3,384	2,431	1,835	801	16,525
Public Safety Program	51	19	16	11	11	109
Passenger Relations	1,014	485	176	285	46	2,006
TVM Maintenance/Revenue Collection	2,344	1,307	991	631	361	5,634
Marketing	1,683	729	292	469	79	3,252
Media & External Communications	185	67	58	41	39	391
Utilities/Leases	1,950	708	612	432	409	4,110
Transfers to Other Operators	1,914	789	246	418	72	3,440
Amtrak Transfers	290	529	-	-	46	865
Station Maintenance	1,426	342	133	297	96	2,294
Rail Agreements	2,463	1,046	1,416	362	283	5,570
Holiday Trains	-	-	-	-	-	-
Special Trains	249	104	58	76	38	525
Subtotal Operations & Services	91,415	39,075	20,300	20,636	7,842	179,269
<u>Maintenance-of-Way</u>						
MoW - Line Segments	29,981	10,687	3,480	6,821	3,084	54,054
MoW - Extraordinary Maintenance	644	157	105	117	76	1,100
Subtotal Maintenance-of-Way	30,625	10,844	3,585	6,938	3,160	55,154
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	8,999	3,282	2,814	1,994	1,881	18,970
Ops Non-Labor Expenses	6,343	2,624	1,466	1,394	755	12,582
Indirect Administrative Expenses	10,732	3,898	3,366	2,375	2,251	22,623
Ops Professional Services	1,338	486	420	296	281	2,820
Subtotal Admin & Services	27,412	10,289	8,067	6,059	5,167	56,994
Contingency	45	16	14	10	9	95
Total Operating Expenses	149,497	60,225	31,966	33,644	16,179	291,511
Insurance and Legal						
Liability/Property/Auto	8,243	4,257	1,768	2,056	568	16,892
Net Claims / SI	512	265	110	128	35	1,050
Claims Administration	951	491	204	237	66	1,949
Total Net Insurance and Legal	9,706	5,013	2,082	2,421	669	19,891
Total Expense	159,203	65,238	34,048	36,065	16,848	311,402
Loss / Member Support Required	(120,370)	(45,934)	(26,946)	(25,293)	(14,821)	(233,365)

**FY2024-25 Forecast - Operating Budget
by Member Agency**

	FY25 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	28,599	15,872	6,664	8,542	1,323	61,000
Fare Reduction Subsidy	1,655	-	-	1,112	-	2,766
Other Train Subsidies	2,652	-	-	-	-	2,652
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	32,907	15,872	6,664	9,653	1,323	66,418
Dispatching	1,392	1,121	16	107	325	2,960
Other Revenues	395	171	72	111	24	773
MOW Revenues	6,412	3,277	785	1,549	463	12,485
Total Operating Revenue	41,105	20,441	7,537	11,419	2,135	82,637
Operating Expenses						
Operations & Services						
Train Operations	30,935	11,658	5,234	6,445	2,299	56,570
Equipment Maintenance	21,285	10,774	5,638	5,518	2,047	45,262
Fuel	19,278	7,811	3,308	4,123	1,338	35,858
Non-Scheduled Rolling Stock Repairs	54	28	12	13	4	110
Operating Facilities Maintenance	1,193	616	256	298	82	2,445
Other Operating Train Services	512	141	122	172	82	1,030
Rolling Stock Lease	-	-	-	-	-	-
Security	8,475	3,571	2,529	1,931	846	17,352
Public Safety Program	54	20	17	12	11	114
Passenger Relations	1,066	508	185	299	49	2,107
TVM Maintenance/Revenue Collection	2,461	1,372	1,041	663	379	5,915
Marketing	1,767	766	307	492	83	3,415
Media & External Communications	195	71	61	43	41	411
Utilities/Leases	2,047	743	642	453	429	4,315
Transfers to Other Operators	2,010	829	259	439	75	3,612
Amtrak Transfers	304	556	-	-	48	908
Station Maintenance	1,497	360	140	311	101	2,409
Rail Agreements	2,586	1,098	1,487	381	297	5,849
Holiday Trains	-	-	-	-	-	-
Special Trains	262	109	61	79	40	551
Subtotal Operations & Services	95,979	41,030	21,299	21,674	8,250	188,232
Maintenance-of-Way						
MoW - Line Segments	31,488	11,212	3,661	7,157	3,239	56,756
MoW - Extraordinary Maintenance	677	165	110	123	80	1,155
Subtotal Maintenance-of-Way	32,165	11,377	3,771	7,280	3,319	57,911
Administration & Services						
Ops Salaries & Fringe Benefits	9,449	3,445	2,956	2,093	1,975	19,918
Ops Non-Labor Expenses	6,660	2,755	1,540	1,464	792	13,211
Indirect Administrative Expenses	11,269	4,093	3,535	2,494	2,364	23,754
Ops Professional Services	1,404	510	441	311	295	2,961
Subtotal Admin & Services	28,782	10,803	8,471	6,362	5,426	59,844
Contingency	47	17	15	10	10	99
Total Operating Expenses	156,973	63,227	33,555	35,326	17,004	306,086
Insurance and Legal						
Liability/Property/Auto	8,655	4,470	1,857	2,159	597	17,737
Net Claims / SI	538	278	115	134	37	1,103
Claims Administration	999	516	214	249	69	2,046
Total Net Insurance and Legal	10,192	5,264	2,186	2,542	703	20,886
Total Expense	167,165	68,491	35,741	37,868	17,707	326,972
Loss / Member Support Required	(126,060)	(48,050)	(28,204)	(26,449)	(15,572)	(244,335)

**FY2025-26 Forecast - Operating Budget
by Member Agency**

	FY26 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	29,940	16,599	6,968	8,931	1,383	63,821
Fare Reduction Subsidy	1,730	-	-	1,162	-	2,892
Other Train Subsidies	2,732	-	-	-	-	2,732
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	34,402	16,599	6,968	10,093	1,383	69,444
Dispatching	1,739	1,439	16	111	469	3,775
Other Revenues	395	171	72	111	24	773
MOW Revenues	6,800	3,657	815	1,607	542	13,422
Total Operating Revenue	43,336	21,866	7,871	11,922	2,418	87,413
Operating Expenses						
Operations & Services						
Train Operations	32,467	12,240	5,509	6,764	2,418	59,398
Equipment Maintenance	22,364	11,313	5,899	5,799	2,150	47,525
Fuel	20,238	8,187	3,488	4,328	1,410	37,651
Non-Scheduled Rolling Stock Repairs	56	29	12	14	4	116
Operating Facilities Maintenance	1,253	647	269	312	86	2,567
Other Operating Train Services	537	149	128	181	86	1,081
Rolling Stock Lease	-	-	-	-	-	-
Security	8,895	3,767	2,632	2,033	893	18,219
Public Safety Program	57	21	18	13	12	120
Passenger Relations	1,120	531	195	315	51	2,212
TVM Maintenance/Revenue Collection	2,584	1,441	1,093	696	398	6,211
Marketing	1,856	804	322	517	87	3,586
Media & External Communications	204	74	64	45	43	431
Utilities/Leases	2,149	781	674	476	451	4,531
Transfers to Other Operators	2,110	871	271	461	79	3,793
Amtrak Transfers	319	583	-	-	51	953
Station Maintenance	1,572	378	147	327	106	2,529
Rail Agreements	2,715	1,153	1,562	400	312	6,141
Holiday Trains	-	-	-	-	-	-
Special Trains	275	115	64	83	42	579
Subtotal Operations & Services	100,771	43,083	22,347	22,763	8,678	197,643
Maintenance-of-Way						
MoW - Line Segments	33,019	11,845	3,819	7,503	3,407	59,594
MoW - Extraordinary Maintenance	710	173	116	129	84	1,213
Subtotal Maintenance-of-Way	33,729	12,018	3,935	7,633	3,491	60,807
Administration & Services						
Ops Salaries & Fringe Benefits	9,921	3,617	3,104	2,198	2,074	20,914
Ops Non-Labor Expenses	6,993	2,892	1,617	1,537	832	13,871
Indirect Administrative Expenses	11,832	4,297	3,711	2,619	2,482	24,942
Ops Professional Services	1,475	536	463	326	309	3,109
Subtotal Admin & Services	30,222	11,343	8,894	6,680	5,697	62,836
Contingency	49	18	16	11	10	104
Total Operating Expenses	164,772	66,462	35,192	37,087	17,877	321,390
Insurance and Legal						
Liability/Property/Auto	9,088	4,693	1,949	2,267	626	18,624
Net Claims / SI	565	292	121	141	39	1,158
Claims Administration	1,048	541	225	261	72	2,149
Total Net Insurance and Legal	10,701	5,527	2,295	2,669	738	21,930
Total Expense	175,473	71,989	37,488	39,756	18,615	343,320
Loss / Member Support Required	(132,136)	(50,123)	(29,616)	(27,834)	(16,197)	(255,907)

**FY2026-27 Forecast - Operating Budget
by Member Agency**

	FY27 BUDGET FORECAST					
(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenue						
Farebox Revenue	30,449	16,902	7,094	9,092	1,408	64,946
Fare Reduction Subsidy	1,761	-	-	1,183	-	2,944
Other Train Subsidies	2,814	-	-	-	-	2,814
Special Trains	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	35,024	16,902	7,094	10,275	1,408	70,703
Dispatching	1,791	1,493	17	115	485	3,902
Other Revenues	395	171	72	111	24	773
MOW Revenues	7,060	3,796	846	1,668	563	13,933
Total Operating Revenue	44,270	22,363	8,029	12,170	2,480	89,311
Operating Expenses						
Operations & Services						
Train Operations	34,077	12,852	5,798	7,099	2,543	62,368
Equipment Maintenance	23,497	11,879	6,174	6,094	2,259	49,902
Fuel	21,246	8,582	3,676	4,544	1,486	39,533
Non-Scheduled Rolling Stock Repairs	59	31	13	15	4	122
Operating Facilities Maintenance	1,315	679	282	328	91	2,696
Other Operating Train Services	564	156	135	190	90	1,135
Rolling Stock Lease	-	-	-	-	-	-
Security	9,335	3,973	2,740	2,139	942	19,130
Public Safety Program	60	22	19	13	12	126
Passenger Relations	1,177	556	205	330	54	2,323
TVM Maintenance/Revenue Collection	2,713	1,513	1,148	730	417	6,521
Marketing	1,948	844	338	543	91	3,765
Media & External Communications	215	78	67	48	45	453
Utilities/Leases	2,257	820	708	500	473	4,757
Transfers to Other Operators	2,215	915	285	484	83	3,983
Amtrak Transfers	335	612	-	-	53	1,001
Station Maintenance	1,650	396	154	343	112	2,656
Rail Agreements	2,850	1,211	1,640	420	327	6,447
Holiday Trains	-	-	-	-	-	-
Special Trains	289	120	67	88	44	608
Subtotal Operations & Services	105,803	45,239	23,448	23,907	9,128	207,525
Maintenance-of-Way						
MoW - Line Segments	34,680	12,426	4,018	7,873	3,578	62,574
MoW - Extraordinary Maintenance	746	182	121	136	88	1,273
Subtotal Maintenance-of-Way	35,425	12,608	4,139	8,008	3,666	63,847
Administration & Services						
Ops Salaries & Fringe Benefits	10,417	3,797	3,259	2,308	2,178	21,960
Ops Non-Labor Expenses	7,343	3,037	1,698	1,614	874	14,565
Indirect Administrative Expenses	12,424	4,512	3,897	2,750	2,606	26,189
Ops Professional Services	1,548	562	486	343	325	3,264
Subtotal Admin & Services	31,733	11,909	9,340	7,014	5,982	65,978
Contingency	52	19	16	11	11	109
Total Operating Expenses	173,013	69,774	36,943	38,942	18,787	337,459
Insurance and Legal						
Liability/Property/Auto	9,542	4,928	2,047	2,380	658	19,555
Net Claims / SI	593	306	127	148	41	1,216
Claims Administration	1,101	569	236	275	76	2,256
Total Net Insurance and Legal	11,236	5,803	2,410	2,802	775	23,026
Total Expense	184,249	75,577	39,354	41,744	19,562	360,486
Loss / Member Support Required	(139,979)	(53,215)	(31,324)	(29,574)	(17,082)	(271,174)

FY23 Proposed Operating Budget**Arrow Service**

4 Months (July-October 2022)

Revenue Service starts Late October 2022

(\$000s)	FY 22-23 Proposed Budget Arrow Service (4 months)
Operating Revenue	
Farebox Revenue	
Fare Reduction Subsidy	0
Other Train Subsidies	0
Special Trains	0
Subtotal-Pro Forma FareBox	0
Dispatching	0
Other Revenues	0
MOW Revenues	0
Total Operating Revenue	0
Operating Expenses	
<u>Operations & Services</u>	
Train Operations	1,315,663
Equipment Maintenance	926,525
Fuel	166,667
Non-Scheduled Rolling Stock Repairs	0
Operating Facilities Maintenance	82,401
Other Operating Train Services	13,333
Rolling Stock Lease	0
Security	280,376
Public Safety Program	0
Passenger Relations	15,266
TVM Maintenance/Revenue Collection	56,033
Marketing	75,000
Media & External Communications	5,000
Utilities/Leases	92,133
Transfers to Other Operators	0
Amtrak Transfers	0
Station Maintenance	0
Rail Agreements	0
Holiday Trains	0
Special Trains	0
Subtotal Operations & Services	3,028,396
<u>Maintenance-of-Way</u>	
MoW - Line Segments	589,001
MoW - Extraordinary Maintenance	0
Subtotal Maintenance-of-Way	589,001
<u>Administration & Services</u>	
Ops Salaries & Benefits	306,694
Ops Non-Labor Expenses	1,667
Indirect Administrative Expenses	266,667
Ops Professional Services	0
Subtotal Admin & Services	575,028
Contingency	0
Total Operating Expenses	4,192,425
Insurance and Legal	
Liability/Property/Auto	76,310
Net Claims / SI	3,333
Claims Administration	1,833
Total Net Insurance and Legal	81,477
Total Expense	4,273,901
Loss / Member Support Required	(4,273,901)

Numbers may not foot due to rounding

**Board Report**

File #: 2022-0253, **File Type:** Contract**Agenda Number:** 1.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 16, 2022****SUBJECT: NETWORK VIDEO RECORDER KITS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA85485000 to Peacock Systems, the lowest responsive and responsible bidder for Network Video Recorder Kits. The contract includes a one-year base amount of \$2,162,471 inclusive of sales tax, and a one-year option in the amount of \$2,229,880, inclusive of sales tax, for a total contract amount of \$4,392,351, subject to resolution of protest(s), if any.

ISSUE

Metro owns and operates about 1,300 buses that were originally equipped with digital video recorders (DVRs) manufactured by Dedicated Micros, Inc. when the buses were purchased between 2008 and 2015. These DVRs are currently failing at unsustainable rates and have proven to be beyond repair and determined obsolete. The manufacturer of these units informed Metro that sales and support for the DVRs would no longer be available as of May 2021.

The DVR systems record incidents and events occurring inside and outside of buses in revenue service, and during operation in the maintenance yards. These incidents and events include vehicle accidents, criminal activity, operator/patron altercations, and other activities requiring video downloads to secure evidence to support subsequent actions associated with the listed activities. Buses with defective DVR systems are held from service to ensure proper documentation of incidents, which can impact the availability of buses for revenue service and service reliability.

In 2021, Metro performed approximately 14,250 downloads to capture footage of such activities. Due to the functional necessity of these systems, it is imperative that Metro buses have working DVRs for the safety and security of our bus operators and the riding public.

BACKGROUND

During the past several months, a significant number of Dedicated Micros, Inc. DVR units failed and were not repairable. Metro replaced the failed DVR systems on the bus fleet with the more advanced, reliable, and user-friendly Network Video Recorder Kits during this period. The Network Video Recorder Kits were set up in inventory, purchased, and issued through the standard parts inventory

process.

As the failure rate of the Dedicated Micros DVRs increased, management determined that maintaining inventory stock of the Network Video Recorder Kits could not adequately support the replacement needs for the video recording systems on the bus fleet. In addition, the procurement of Network Video Recorder Kits was approaching the procurement thresholds requiring formal bid for subsequent purchases.

The award of this contract will provide a sufficient number of Network Video Recorder Kits to meet the current demand and ensure that video recording capabilities are available and operational on the impacted bus fleets.

DISCUSSION

The notification by Dedicated Micros Inc that sales and support for their DVR system was no longer available, along with the determination that the digital video recorders used on that system were unrepairable and obsolete, resulted in the requirement that these units be replaced upon failure with the more advanced, reliable, and user-friendly Network Video Recorder Kits. The approval of this contract with Peacock Systems for Network Video Recorder Kits improves the customer experience by ensuring that any incident on a Metro bus is properly documented, thereby improving our customers' safety and security.

Bus maintenance initiated a campaign to replace the failed DVR systems with the Network Video Recorder Kits maintained in stock, and a procurement was established to provide additional stock in sufficient quantities to meet the demand for replacement of the video recording systems as the Dedicated Micros systems continue to fail on the bus fleet.

The Network Video Recorder Kits procured with this award will allow the use of both analog and digital cameras with minimal modification to the existing camera systems for seamless operation. Another benefit of the new Network Video Recorder system is the capability to live-stream video while the bus is in operation on city streets.

The Network Video Recorder Kits will be purchased and maintained in Metro inventory and managed by Material Management. The appropriate budgeted project number and account will be charged as the Network Video Recorder Kits are issued.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that the Metro bus fleet has an operating surveillance and recording system to properly document the bus fleet's incidents. The Network Video Recorder Kits will support Metro's commitment to improving safety and security on the bus system.

FINANCIAL IMPACT

Upon Board approval funding of \$2,162,471 is included in the FY23 budget in various bus operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts -

Revenue Vehicle.

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

Impact to Budget

The current funding source for this action includes Prop C, TDA, and STA. Use of these funding sources maximizes the project funding allocations under established funding provisions and guidelines.

EQUITY PLATFORM

This action is anticipated to support safety and quality of service on the Metro bus fleet, which disproportionately serves marginalized groups and Equity Focus Communities (EFCs). The Network Video Recorder Kits have the capability to record boardings/alightings, which will provide the capability to accurately record Metro bus ridership and increase the agency's capability to meet demand with service. The Metro bus maintenance programs ensure that safety and security systems installed on buses remain in a State of Good Repair to provide uninterrupted transportation services for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) goal and verified the commitment by the successful bidder, who is a Metro certified DBE, of 100% for this procurement.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Replacement of Digital Video Recorders supports Strategic Goal 2: Deliver outstanding trip experiences for all transportation system users. The Network Video Recorder Kits will improve security on the bus system, provide a deterrent to crime, reduce the transit system's vulnerability to terrorism, and help to enforce Metro's Code of Conduct.

ALTERNATIVES CONSIDERED

Metro may choose not to award the contract and procure the Network Video Recorder Kits on an as-needed basis using the Metro parts inventory "min/max" replenishment system method. This strategy is not recommended since it conflicts with Metro procurement policy and does not provide for a commitment from the supplier to ensure the timely delivery, continued supply, and a guaranteed fixed price for the Network Video Recorder Kits. Further, due to the obsolescence of the existing DVR system, the only solution is to replace the failed/obsolete units with a new video recording system. By not replacing the failed DVRs, Metro risks not being able to provide surveillance video and recording capabilities to meet the safety and security requirements on the Metro bus fleet.

NEXT STEPS

Upon approval of Contract No. MA85485000 to Peacock Systems, the vendor will begin delivery of the Network Video Recorder Kits to Metro when requested, to meet the current demand for

replacement of failed DVR systems.

ATTACHMENTS

Attachment A - Procurement Summary

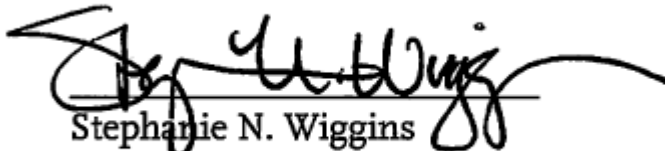
Attachment B - DEOD Summary

Prepared by: Salvador Buenrostro, Senior Manager, (213) 922-5589

James D Pachan, Sr. Executive Officer, (213) 922-5804

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

Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

NETWORK VIDEO RECORDER KITS/MA85485000

1.	Contract Number: MA85485000	
2.	Recommended Vendor: Peacock Systems, 5120-C Schaefer Avenue, Chino, CA 91710	
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: 2/24/22	
	B. Advertised/Publicized: 2/24/22	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 3/9/22	
	E. Pre-Qualification Completed: 4/29/22	
	F. Conflict of Interest Form Submitted to Ethics: 3/10/22	
	G. Protest Period End Date: 6/20/22	
5.	Solicitations Picked up/Downloaded: 29	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Salvador Buenrostro	Telephone Number: (213) 922-5589

A. Procurement Background

This Board Action is to approve Contract No. MA85485000 for the procurement of Network Video Recorder Kits. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA85485 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1 was issued on February 8, 2022 to revise the technical specifications.
- Amendment No. 2 was issued on January 12, 2022 to revise the technical specifications.

A total of three (3) bids were received on March 9, 2021.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. Muncie Transit Supply
2. Peacock Systems
3. Safe Fleet

Two firms were determined to be responsive and responsible to the IFB requirements. Safe Fleet was deemed non-responsive for failing to meet the mandatory 2% goal. The recommended firm, Peacock System, 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 Peacock System has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid Amount	Metro ICE
Peacock Systems	\$4,392,351.60	\$3,762,000
Safe Fleet	\$4,408,475.48	
Muncie Transit Supplies	\$4,820,718.23	

D. Background on Recommended Contractor

The recommended firm, Peacock Systems, Inc. is located in Chino, CA and has been in business for twenty-one (21) years. Peacock Systems provided similar products for Metro and other companies including Security Systems, in Chino Hills CA, Network Video Security Cameras in Tarzana, CA, Safe Fleet Network in Los Angeles, CA, Mobil Systems in Diamond Bar, and Bright Sign, in San Jose, CA. Peacock Systems has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

NETWORK VIDEO RECORDER KITS / MA85485000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Peacock Systems, a DBE Prime Supplier, made a 60% DBE commitment. While the DBE Prime Supplier is performing 100% of the work with their own workforce, only 60% of the cost of materials and supplies can be credited towards its commitment.

Small Business Goal	DBE 2%	Small Business Commitment	DBE 60%
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	DBE Subcontractors	Ethnicity	% Committed
1.	Peacock Systems (DBE Prime)	Subcontinent Asian American	60%
Total Commitment			60%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0264, File Type: Contract

Agenda Number: 2.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 16, 2022

SUBJECT: REFURBISHMENT OF SEAT INSERTS WITH VINYL MATERIAL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, firm fixed unit rate Contract No. RR82767000 to Molina Manufacturing, the lowest responsive and responsible bidder, to refurbish vinyl seat inserts. The Contract is for a one-year base amount in the amount of \$1,785,652, inclusive of sales tax, and a one-year option in the amount of \$1,587,413, inclusive of sales tax, for a total contract amount of \$3,373,065, subject to resolution of protest(s), if any.

ISSUE

This procurement will provide refurbishment of bus seat inserts with vinyl material. Much of the bus fleet currently has fabric covered seat inserts, which can retain dust, dirt, and moisture. The fabric seat inserts are difficult to clean. Vinyl seats are easier to clean, sanitize, and wipe down, and a drain hole at the lowest point of the seat insert prevents moisture build-up from spills when buses are in service. The vinyl seat insert refurbishment procurement will provide bus divisions with an inventory of vinyl seat inserts to convert the fleet from fabric covered seat inserts to vinyl covered seat inserts.

Awarding this contract will ensure that the operating divisions have adequate inventory to convert and maintain the bus seat inserts. The second year of the contract will be to provide stock supply for replacement of damaged seat inserts. Any seat inserts that are found with graffiti, cuts in the vinyl material, or other vandalism will need to be replaced, and the second year of the contract will allow for Metro to stock a supply of each seat insert to ensure a continued high quality environment for our passengers. The vinyl seat inserts will improve bus cleanliness and improve our customers' experience. Per the Chief Executive Officer's directive, Metro is actively working on the conversion of the entire fleet of buses to vinyl seat inserts by the end of Fiscal Year 2023, and the award of this contract is expected to provide the inventory of vinyl seat inserts to achieve this objective. Management will closely monitor the delivery of seat inserts to determine whether the contractor's production rate is sufficient to achieve the goal of transitioning all remaining seat inserts to vinyl in FY23, and mitigation plans have been developed to bring on other suppliers, if needed. Procurement has identified two additional contractors who could be issued purchase orders for reupholstery of seat inserts as a contingency measure in case this contractor's production rate falls below the rate required to complete the project in FY23.

BACKGROUND

Seat inserts are plastic panels that are covered with fabric or vinyl material and are secured to the metal seat frame in buses. Seat inserts are replaced when they become damaged, vandalized, soiled, or when spills result in unsanitary conditions.

The current fabric seat inserts retain dust, dirt, and moisture. Vinyl seat inserts do not retain dust, dirt, or moisture and include a drain hole to dissipate spills where a customer's clothing could become soiled. The vinyl seat material allows for improved cleaning and sanitization of the buses by applying a sanitizing spray, along with a quick wipe down, which will immediately provide a clean dry seat, instead of leaving damp fabric that could provide a negative customer experience.

DISCUSSION

A leading concern heard from our customers is the cleanliness of our vehicles. Customers want a clean and odor free environment on buses and as part of the Cleanliness Plan we have identified several cleanliness initiatives to improve the customer experience. Dirty or damaged seats impact the rider experience, instead of taking a seat a rider may choose to stand due to the condition of the seat. Vinyl seat inserts can be quickly cleaned, sanitized, and wiped down to improve customer experience by ensuring that dust, dirt and moisture that can be retained in fabric seats is eliminated. In addition, plastic seat insert cores with fabric or vinyl covering allow for quick repair of damaged seats. Seat inserts are replaced, rather than requiring the replacement of the entire seat structure.

The contract to be awarded is a "requirements type" agreement in which we commit to order only from the awardee up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any specific quantity of the reupholstered seat inserts that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The seat inserts will be reupholstered with vinyl material, maintained in inventory, and managed by Material Management.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have adequate inventory to convert and maintain the bus fleet according to Metro Maintenance standards. Award of this contract will provide cleaner and more sanitary buses for revenue service.

FINANCIAL IMPACT

The funding of \$1,785,652 for this product has been included in the FY23 budget in various bus operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts - Revenue Vehicle. Operations has requested an additional \$2,000,000 in funding for parts and labor to allow for conversion of the entire bus fleet to vinyl seat inserts by the end of Fiscal Year 2023. The requested funding allocation of \$3,780,000 will provide sufficient funds for refurbishing the

remaining bus seats and labor support for installing the seat inserts.

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

Impact to Budget

The current source of funding for this action include Prop C, TDA, &STA. . Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

The benefits of this action are to ensure that the bus fleet that serves Los Angeles County, and disproportionately serves marginalized groups and the vulnerable, provides clean and safe transportation services. Cleanliness is a highly rated issue of importance for Metro riders and the reupholstering of the seat inserts enhances Metro's cleaning and sanitation programs to ensure clean, reliable, and safe bus transportation services for these underserved communities.

This solicitation was issued under Metro's Small Business Prime program and only open to Metro-certified small businesses. The recommended contractor, Molina Manufacturing, is a Metro-certified small business and will be performing 100% of the work.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The vinyl seat insert conversion project supports Strategic Goal 2.3: Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for both internal and external customers. The vinyl seats will provide cleaner, safer, and more sanitary seating for customers.

ALTERNATIVES CONSIDERED

The alternative is to not award the contract and procure the vinyl seat inserts as needed, using the traditional "min/max" replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply, and a guaranteed fixed price for the parts. This alternative strategy could also impact the lead time for securing the material to reupholster the seat inserts, resulting in delays in completing the fleet conversion.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. RR82767 with Molina Manufacturing for the refurbishing of various seat inserts using vinyl materials at the one-year base amount of \$1,785,652, and the one-year option amount of \$1,587,413, for a total contract amount of \$3,373,065, inclusive of sales tax.

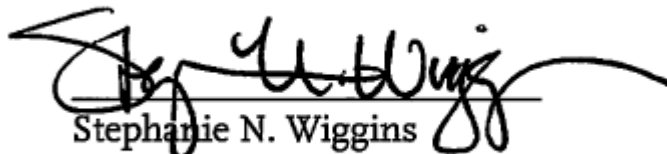
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: James Pachan, Sr. Exec Officer, Maintenance (213) 922-5804
David Ball, Sr. Equipment Maintenance Manager (213) 922-5714
Tanya Allen, Procurement Planning Administrator (213) 922-1018

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
Conan Cheung Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

REFURBISH VARIOUS SEAT INSERTS/RR82767000

1.	Contract Number: RR82767000	
2.	Recommended Vendor: Molina Manufacturing, 23126 Mariposa Avenue, Torrance, CA 90502	
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: 11/18/21	
	B. Advertised/Publicized: 12/02/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 3/24/22	
	E. Pre-Qualification Completed: 4/29/22	
	F. Conflict of Interest Form Submitted to Ethics: 4/12/22	
	G. Protest Period End Date: 6/20/22	
5.	Solicitations Picked up/Downloaded: 12	Bids/Proposals Received: 1
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: David Ball	Telephone Number: (213) 922-5895

A. Procurement Background

This Board Action is to approve Contract No. RR82767000 for the refurbishment of various bus seat inserts with vinyl. Board approval of this contract award is subject to resolution of any properly submitted protest.

A Two-Step Invitation for Bid (IFB) No. RR82767 was issued as a Small Business Enterprise (SBE) Set-Aside in accordance with Metro’s Acquisition Policy and the contract type is a firm fixed unit rate.

Five (5) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1 was issued on January 5, 2022 to update the packaging requirements;
- Amendment No. 2 was issued on January 12, 2022 to update the warranty requirements;
- Amendment No. 3 was issued on January 13, 2022 to update critical dates and extend the bid due date;
- Amendment No. 4 was issued on January 20, 2022 to revise Exhibit 2, Schedules Quantities and Prices;
- Amendment No. 5 was issued on January 26, 2022 to revise Exhibit 2, Schedules Quantities and Prices.

A total of 12 firms downloaded the IFB and were included on the plan holders list. A

single bid was received on the Step-One due date of February 18, 2022 from Molina Manufacturing (Molina). A market survey was conducted of plan holders that did not submit a bid to ascertain the reason(s) they did not submit. Two responses were received. One firm responded that it was not a Metro-certified SBE firm and therefore would be ineligible for award and the other firm was a Metro-certified SBE firm but upon reviewing the technical requirements determined it did not have the capability to perform the work.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive two-step sealed bid. The Step-One Technical Evaluation was conducted by staff from the Operations Department on a pass/fail basis to determine if the bid submitted was technically acceptable.

The Pass/Fail Criteria for Step-One are as follows:

1. Facilities and Tools
2. Similar Projects in the past 3 years
3. Delivery Timeline
4. Quality Assurance Program
5. Work Plan, Inspection Plan, First Article Sample

After the Step-One evaluation, the single bid from Molina Manufacturing was determined to be technically qualified. On March 24, 2022, the Step-Two public bid opening was held to obtain pricing.

The bid received from Molina Manufacturing was determined to be the lowest responsive and responsible bid and to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Molina Manufacturing has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and previous purchases. Metro's ICE utilized a higher unit rate per insert that was developed through the use of historical purchases and rising labor and materials costs. The submitted bid unit prices will result in a net savings to Metro of \$313,728.00.

Bidder Name	Bid Amount	Metro ICE
Molina Manufacturing	3,373,064.72	4,362,400

D. Background on Recommended Contractor

The recommended firm, Molina Manufacturing is located in Torrance, CA, has been in business for fifty-four (54) years. Molina Manufacturing provided similar services for

Metro and other agencies including the Metropolitan Transit District (MTD) in Santa Barbara, Valley Metro Rail in Arizona, and Greater Dayton Regional Transit Authority (RTA) in Ohio and numerous other transit agencies. Molina Manufacturing has provided satisfactory services to Metro on previous projects.

DEOD SUMMARY

REFURBISHMENT OF SEAT INSERTS WITH VINYL MATERIAL / RR82767000

A. Small Business Participation

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 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.

Molina Manufacturing, an SBE Prime, is performing 100% of the work with their own workforce.

	SBE Prime Contractor	SBE % Committed
1.	Molina Manufacturing (Prime)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

VINYL SEAT REPLACEMENT Improving Customer Experience



Metro

Operations, Safety & Customer Experience Committee Meeting
June 16, 2022

Approval of Contract to Refurbish Seat Inserts

- **Objective - Improve Customer Experience**
 - Convert 100% of buses to vinyl seat inserts
- **Approval of Contract with Molina Manufacturing**
 - FY23 – provides for replacement of remaining seat inserts to vinyl
 - FY24 – provides for replacement of damaged seat inserts
- **Plan to refurbish remaining seat inserts to vinyl by June 30, 2023**

Background – FY22 Accomplishments

- **New Buses Arrived with Vinyl Seat Inserts**
 - ✓ New bus contracts modified to require Vinyl Seat Inserts
 - ✓ New buses arrived with new vinyl seat inserts – 333 buses
- **Conversion of Existing Bus Fleet**
 - ✓ Funding established to convert 350 buses
 - ✓ Converted 550 buses with vinyl seat inserts

Fabric vs Vinyl Seats

Fabric Seats	Vinyl Seats
<ul style="list-style-type: none">• Retains dust, dirt moisture and other liquids• Require special cleaning equipment• Time consuming and requires drying period	<ul style="list-style-type: none">• Easier to clean, sanitize and wipe down• Bottom drain hole to prevent moisture from spills• No special equipment required for cleaning• Quickly wipes up spills with no drying time

Removal of Fabric Seat Inserts



Remove seat inserts
from bus



Remove fabric material
from seat inserts



Metro

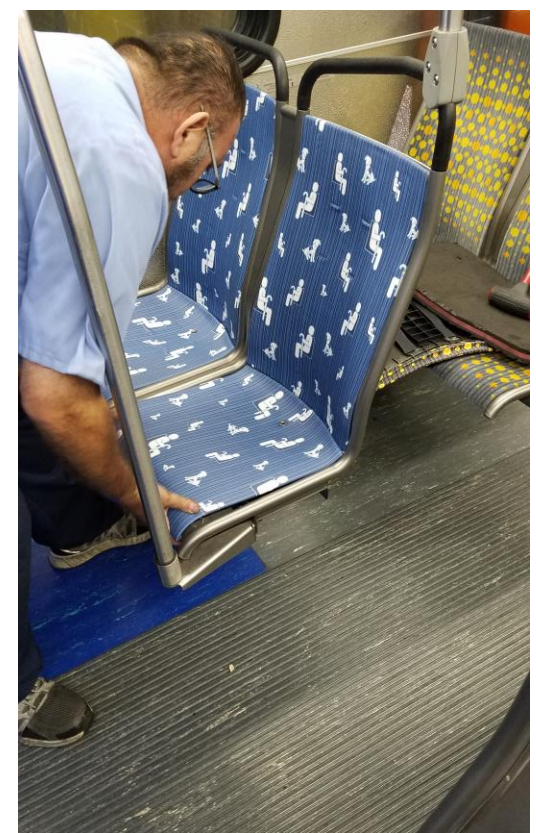
Installation of Vinyl Seat Inserts



Prepare New Seat
Insert



Install New Seat
Insert



Install New ADA
Seat Insert

Questions?



Board Report

File #: 2022-0266, File Type: Contract

Agenda Number: 3.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 16, 2022**

**SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR LACMTA
HRV OVERHAUL AND CRITICAL COMPONENT REPLACEMENT PROGRAM**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 14 to Contract No. OP30433488 with LTK Engineering Services for Technical and Program Management support services for LACMTA A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program (OCCRP) to extend the Period of Performance through March 5, 2025 and increase the Not-to-Exceed Total Contract Price by \$3,126,944, from \$5,488,530 to \$8,615,474.

ISSUE

In October 2016, the Board approved a 46-month contract with LTK Engineering (OP30433488) to support Metro's Project Manager with Technical and Program Management Support services to oversee the rail vehicle overhaul contractor tasked with the A650 OCCRP Project.

Staff requests an extension of the existing consultant contract due to OCCRP project schedule delays. It is necessary to extend the consultant contract to ensure continuity of support for the project and execution of contractual terms for the rail vehicle contractor.

BACKGROUND

On October 27, 2016, the Board approved the contract to be awarded to LTK Engineering in response to RFP No. OP30433488, A650 Consulting Services for Heavy Rail Vehicle Overhaul for Technical and Program Management Support Services. This consultant provides technical program management support to Metro staff engaged in the management of the OCCRP for the overhaul & on-time delivery of a base order of 74 HRVs.

LTK Engineering is tasked to support Metro's Project Manager with the engineering and technical oversight of the rail vehicle contractor to ensure performance consistent with the delivery requirements of the OCCRP. LTK Engineering provides staff support in the following disciplines:

- Systems Engineering

- Systems Integration
- Quality Assurance
- Value Engineering
- Design Conformance Tests
- Inspection/Audit of Fabrication and Assembly Site Activities
- Commissioning and vehicle acceptance efforts.
- Project Management Support

All work and assignments are as needed and directed by the OCCRP Project Team through written task orders to the consultant contract, using not to exceed prices based on the fixed labor rates in the contract. The consultant's staff is managed daily by Metro's OCCRP Project Manager.

DISCUSSION

Since the contract award of the OCCRP in October of 2016, LTK Engineering has been providing Metro's Project Team with unique rail vehicle technical support including: review of all technical documents; oversight of system and combined-system level integration efforts; witness of verification / validation of designs, inspections; design conformance/qualification testing; and identification of vehicle assembly issues / matters. These are essential prerequisites prior shipping HRVs back to Metro.

Given the performance of the rail vehicle contractor overhaul efforts and the project delays to date, it has become more critical to increase contractor oversight to ensure all significant issues are identified and that the scope of work is performed in compliance with contract requirements.

LTK Engineering consultant support includes assistance with document updates and controls, technical and commercial specifications, gathering all technical documentation, and to assist with on-going project issues.

Approval of Recommendation A modifies the LTK Engineering contract, which allows for continued technical support of the OCCRP. Metro staff requires this consultant support to mitigate the remaining technical issues to ensure safety and performance standards are met and achieve final delivery / acceptance of the HRVs.

This is an existing professional support contract needed to ensure continuity and proper project execution of the OCCRP and does not have any impacts on the previously approved Life of Project (LOP). In addition, approving the two recommended items ensures the successful completion of the OCCRP, which provides accessible and affordable transportation for all who ride our heavy rail system.

DETERMINATION OF SAFETY IMPACT

The approval for the Technical Support Services will ensure team continuity and maintain overall system safety, service quality, system reliability, and customer satisfaction.

FINANCIAL IMPACT

Since this is a multi-year project, the cost center manager, project manager, Senior Executive Officer, and Vehicle Engineering & Acquisition team will ensure that funds are budgeted in future Fiscal Years. This action is funded using the existing LOP budget potentially utilizing the Project Contingency.

Impact to Budget

The current source of funds for the overhaul program and Consulting Services is Proposition A 35%. Staff will pursue additional federal funds that may become available for this project to maximize and conserve the use of local funding sources and/or debt.

Since multi-year projects are funding this recommendation, the Chief Operating Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal year budgeting.

EQUITY PLATFORM

Approving the recommendations in this board report will ensure uninterrupted professional services that support the ongoing OCCRP. This allows for successful delivery of these vehicles for use on Metro's existing heavy rail vehicle lines that serve a majority of Equity Focus Communities (EFCs) who rely on public transit for their daily jobs. EFC areas along the heavy rail alignment include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood. Please refer to Attachment D for Metro's current rail line map showing the areas of Metro's EFCs that will benefit from this board decision.

LTK Engineering made a 30.74% Disadvantaged Business Enterprise (DBE) commitment. The project is 85% complete based on payments and the current DBE participation is 17.13%, representing a 13.61% shortfall. LTK Engineering submitted an updated shortfall mitigation plan on May 3, 2022, and projects to exceed the 30.74% utilization by the end of all anticipated contract, and task extensions. LTK Engineering remains committed to meeting the 30.74% DBE commitment by the end of vehicle production.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support strategic plan goal # 1.2 - Optimize the speed, reliability, and performance of existing system by revitalizing and upgrading Metro's transit assets. The completion and roll out of the overhauled A650s will significantly reduce trip disruptions on rail networks and improve the integrity of the overall network.

ALTERNATIVES CONSIDERED

The Board may choose not to approve this item to extend the current contract. This is not recommended as critical project activities being supported by consultant staff will be interrupted, likely impacting the project schedule. The adverse impacts may also result in insufficient vehicles to

meet passenger demand and rollout schedules. This would have a negative impact on providing transportation services due to being unable to provide sufficient vehicles to all who ride our heavy rail system and will negatively impact the rider experience.

The support activities provided by this consultant include but are not limited to; auditing manufacture and assembly site activities, witnessing Qualification and commissioning tests, reviewing test procedures and test reports, providing vehicle acceptance and warranty support, reviewing safety certification checklists before submittal to CPUC and review of car history books with CPUC prior to approval of placing vehicles in service, and conducting schedule and milestone reviews. The Metro project team currently does not have the resources to absorb all the consultant scope of work.

NEXT STEPS

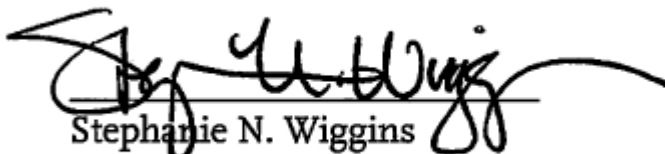
Upon Board approval, staff will execute Contract Modification No. 14 to extend the performance period and increase the Contract amount with LTK Engineering.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary

Prepared by: David McDonald, Sr. Manager, Project Control, (213) 922-3221
Annie Yang, Sr. Director, Rail Vehicle Acquisition, (213) 922-3254
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition, (213)
418-3277

Reviewed by:
Conan Cheung, Chief Operations Officer, (213) 418-3034
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

EXTENSION OF CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF 74
A650 HEAVY RAIL VEHICLES/OP30433488

1.	Contract Number: OP30433488		
2.	Contractor: LTK Engineering Services		
3.	Mod Work Description: Extend the term of Technical and Program Management Support Services to coincide with the extension of the overhaul project.		
4.	Contract Work Description: Consulting Services for the A650 Heavy Rail Vehicle Overhaul and Critical Component Replacement Program		
5.	The following data is current as of: 05.05.22		
	Contract Award:	11.01.16	Contract Award Amount: \$3,897,599
	Notice to Proceed:	11.03.16	Total Mods Approved: \$1,590,931
	Original Completion Date:	07.05.22	Pending Mods (with this action): \$3,126,944
	New Estimated Completion Date (with this action):	03.05.25	Current Contract Value (with this action): \$8,615,474
6.	Contract Administrator: Wayne Okubo	Telephone Number: (213)922-7466	
7.	Project Manager: Dave McDonald	Telephone Number: (213)922-3221	

A. Procurement Background

This Board Action is to extend the period of performance to provide technical and program management support services for the overhaul of 74 A650 Heavy Rail Vehicles under Contract OP30433488. The extension is necessary to continue the technical support of the overhaul project, which was extended due to delays encountered by the overhaul contractor.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

On October 27, 2016, Metro's Board of Directors approved Board Report File 2016-0554 to LTK Engineering Services in the amount of \$3,897,599 for technical and program management services related to the overhaul of 38 A650 Heavy Rail Vehicles. On October 19, 2017 Board Report File 2017-0584 for the option to support the overhaul of the remaining 36 vehicles of the newest A650 fleet, was approved.

The intent of extending the consultant services is to provide Metro with expert professional engineering, technical oversight, and program management support to ensure the overhaul contractor's performance is consistent with the delivery requirements of the contract throughout the duration of the project.

The recommended contract modification is to extend the technical and program management support services for the overhaul project by 32 months in the amount of \$3,126,944 increasing the Contract not to exceed price to \$8,615,474.

B. Cost/Price Analysis

ICE	Proposed	Recommended
\$3,457,200	\$3,126,944	\$3,126,944

This is a cost plus fixed fee contract. The direct labor rates for this extension were negotiated using the forward priced rate agreement and escalations established in the Contract. All newly proposed staff rates were validated with current payroll records. The overhead rates applied for this extension are consistent with the originally proposed rates for the consultant and sub consultants. Due to the extension in the period of performance, the planned closeout audit will be augmented with an intermediate audit to be performed during the extended period of the Contract.

The recommended price has been determined to be fair and reasonable for the extension of the technical and program management services supporting the A650 Heavy Rail Vehicle overhaul based upon fact finding, an Independent Cost Estimate (ICE), and negotiations.

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONSULTING SERVICES TO SUPPORT THE OVERHAUL OF
74 A650 HEAVY RAIL VEHICLES/OP30433488

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option to overhaul 18 additional A650 HRV married pairs	Approved	01.23.18	\$ 597,238
2	Administrative change to add staff to project	Approved	01.03.19	\$ 0
3	Administrative change to add staff to project	Approved	04.26.19	\$ 0
4	Add MFSS and TWC to project scope	Approved	07.09.19	\$ 993,693
5	Administrative change to add staff to project	Approved	09.16.19	\$ 0
6	Administrative change to add staff to project	Approved	11.26.19	\$ 0
7	Administrative change to add staff to project	Approved	05.19.20	\$ 0
8	Administrative change to add staff to project	Approved	08.31.20	\$ 0
9	Administrative change to add staff to project	Approved	11.04.20	\$ 0
10	Administrative change to add staff to project	Approved	05.05.21	\$ 0
11	Administrative change to add staff to project	Approved	09.14.21	\$ 0
12	Administrative change to add staff to project	Approved	11.18.21	\$ 0
13	Time Extension	Approved	04.26.22	\$ 0
14	Time Extension	Pending		\$ 3,126,944
	Modification Total:			\$ 4,717,875
	Original Contract:			\$ 3,897,599
	Total:			\$ 8,615,474

DEOD SUMMARY

**CONSULTING SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV)
OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT
SERVICES/OP30433488**

A. Small Business Participation

LTK Engineering Services (LTK) made a 30.74% Disadvantaged Business Enterprise (DBE) commitment. The project is 85% complete based on payments and the current DBE participation is 17.13%, representing a 13.61% shortfall.

LTK submitted an updated shortfall mitigation plan on May 3, 2022. LTK contends the shortfall is due to their inability to use the resources of Virginkar & Associates, Inc. (VAI) as originally planned during the production phase. LTK further contends that they will be utilizing VAI for manufacturing inspection and testing. This is work that LTK staff had anticipated to perform but will instead be transferred to VAI personnel. Further, LTK anticipates an uptick in the utilization of Ramos Consulting, as the project moves into the testing phase. LTK projects that they will exceed the 30.74% utilization by the end of all anticipated contract and task extensions and remains committed to meeting the 30.74% DBE commitment by the end of vehicle production.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that LTK Engineering Services is on schedule to meet or exceed its DBE commitment. Additionally, key stakeholders associated with the contract have access to Metro's web-based monitoring system to ensure that LTK is on target to meet and/or exceed its DBE commitment on the contract.

Small Business Commitment	DBE 30.74%	Small Business Participation	DBE 17.13%
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Virginkar & Associates	Subcontinent Asian American	18.35%	9.95%
2.	Ramos Consulting	Hispanic American	12.39%	7.18%
	Total		30.74%	17.13%

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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0282, File Type: Contract

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 16, 2022

SUBJECT: POWER SWEEPING SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 11 to Contract No. OP962800003367 with Nationwide Environmental Services, a Division of Joe's Sweeping Services, Inc., to provide power sweeping services for Metro's facilities in the amount of \$995,000, increasing the contract authority from \$5,846,346 to \$6,841,346 and extending the period of performance from September 1, 2022, through March 31, 2023.

ISSUE

The existing power sweeping services contract term expires on August 31, 2022. Although a new solicitation was issued on November 18, 2021, bids received were deemed non-responsive and the solicitation was cancelled on March 17, 2022.

While a new solicitation is in progress, insufficient authority remains within the existing contract. Therefore, the approval of Modification No. 11 is required to increase contract authority by \$995,000 and extend the performance period through March 31, 2023. This action is necessary to ensure service continuity delivering safe, quality, regularly scheduled, and as-needed maintenance and allowing time to reprocur for a new power sweeping services contract.

BACKGROUND

On April 26, 2018, the Metro Board of Directors approved a three-year base, firm fixed unit rate Contract No. OP962800003367 with Nationwide Environmental Services, Inc., to provide power sweeping services for Metro's facilities, effective June 1, 2018.

Under the existing contract, the contractor has provided power sweeping services on a regular schedule and as-needed basis. Staff continuously evaluates service levels and explores opportunities to increase competition while expanding small business participation.

In preparation for a new power sweeping services solicitation, two (2) outreach events were conducted on June 10 and November 10, 2021. During the event, staff provided an overview of the upcoming procurement where Metro's service area has been split into two (2) moderately sized

geographical regions to attract bids from small businesses as primes.

On November 18, 2021 a new solicitation for power sweeping services was issued for the North and South region, representing Metro's service area. On December 22, 2021, two (2) bids were received, one (1) per region, however, bids were deemed non-responsive and the solicitation was cancelled on March 17, 2022.

DISCUSSION

Under the existing contract, the contractor has been satisfactorily providing regularly scheduled and as-needed power sweeping services for 108 parking lots and structures throughout Metro bus and rail facilities and 41 Caltrans owned Park and Ride (P&R) lots.

To ensure service continuity delivering timely power sweeping services with well-maintained parking lots and structures system-wide throughout LA County, the approval of Modification No. 11 is required to provide additional authority for the existing contract and extend the period of performance through March 31, 2023.

Power sweeping services will support Metro's efforts to enhance customer experience by providing patrons a clean environment at facilities. Specifically, Metro's power sweeping services will ensure that our facilities receive the consistent cleaning services expected by our customers.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure service continuity to provide on-going power sweeping services, improve Metro bus and rail facilities overall appearance and cleanliness, and continue providing safe, quality, on-time, and reliable services system-wide.

FINANCIAL IMPACT

Upon Board approval of the FY23 budget, funding of \$995,000 is included under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action is operating eligible State and Local funds including sales tax and Fares. These funding sources ensure the best allocation given approved funding provisions and guidelines.

EQUITY PLATFORM

This action will maintain regularly scheduled and as-needed power sweeping services for Metro's patrons. It ensures that Metro bus and rail facilities overall appearance and cleanliness are well maintained, especially for those with disabilities, older adults and others, while providing a safe, quality, accessible, and reliable environment to all of our patrons at parking lots and structures throughout Metro facilities and Caltrans owned P&R lots.

Metro customers may report cleanliness and maintenance issues of Metro parking lots and structures system-wide through Metro's Customer Relations numbers posted throughout the rail and bus system. Customers, including those who are Limited English Proficient (LEP), can communicate with Metro through nine (9) different languages using translation service. Metro also ensures translated signage is posted for those reporting cleanliness and maintenance issues on the Metro system.

Under the existing contract Nationwide Environmental Services, Inc., made a commitment of 7.02% for SBE and 3.01% for DVBE. To-date, the current participation is 9.88% for SBE and 3.06% for DVBE, exceeding the commitment by 2.86% and 0.05%, respectively.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing on-going frequency and as-needed power sweeping will ensure providing safe environment to our patrons, accessibility, and service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service, impacting Metro's system safety, cleanliness, operations, and customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 11 to Contract No. OP962800003367 with Nationwide Environmental Services, to continue to provide power sweeping services throughout Metro bus and rail facilities and 41 Caltrans owned P&R lots. Concurrently, staff is in the process of updating the new solicitation package scope of work documents where Metro's service area has been restructured and split into three (3) moderately sized geographical regions, to further enhance competition and expand opportunities for small business participation during the upcoming procurement.

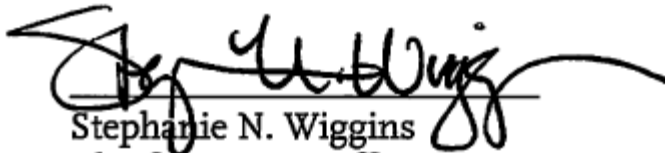
ATTACHMENTS

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

Prepared by:

Lena Babayan, Deputy Executive Officer,
Facilities Contracted Maintenance Services, (213) 922-6765
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

POWER SWEEPING SERVICES/OP962800003367

1.	Contract Number: OP962800003367		
2.	Contractor: Nationwide Environmental Services		
3.	Mod. Work Description: Increase contract authority and extend period of performance		
4.	Contract Work Description: Provide power sweeping services at all Metro transit facilities including bus divisions, terminals, busways, railroad trackways, layover areas, rail divisions and train/bus stations park-and-ride		
5.	The following data is current as of: 5/4/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	6/1/18	Contract Award Amount: \$ 5,314,860
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$ 531,486
	Original Complete Date:	8/31/22	Pending Modification (including this action): \$ 995,000
	Current Est. Complete Date:	3/31/23	Current Contract Value (with this action): \$ 6,841,346
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: Maral Minasian		Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve Modification No. 11 to Contract No. OP962800003367 with Nationwide Environmental Services, a Division of Joe's Sweeping, Inc. (Nationwide) to provide power sweeping services at all Metro transit facilities including bus divisions, terminals, busways, railroad trackways, layover areas, rail divisions, and train/bus stations park-and-ride.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate.

In June 2018, Metro awarded a three-year contract to Nationwide to provide power sweeping services.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis and technical analysis. Negotiated rates for the extended term are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Modification Amount
\$995,000	\$995,000	\$995,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

POWER SWEEPING SERVICES/OP962800003367

Mod. No.	Description	Date	Amount
1.	Increase contract authority and revise the Statement of Work and Schedule of Quantities and Prices to add Division 16 – LAX/Crenshaw Line Yard as a service location	3/28/19	\$ 52,000
2	Revise Schedule of Quantities and Prices to adjust service frequency due to COVID-19	5/20/20	\$ 0
3	Revise Statement of Work and Schedule of Quantities and Prices to update service locations	6/24/20	\$ 0
4	Revise Statement of Work to update the submittal and reporting requirements	7/13/20	\$ 0
5	Revise Schedule of Quantities and Prices to modify the frequency of service at various Caltrans Park and Ride Lots	10/16/20	\$ 0
6	Extend the period of performance by seven months	10/19/20	\$ 0
7	Extend the period of performance by three months	3/24/21	\$ 0
8	Revise Statement of Work to remove Location 62 – Rail Communication from the List of Service Locations and adjust the Schedule of Quantities and Prices	5/31/21	\$ 0
9	Increase contract authority, revise agreed-upon fully burdened rates and extend the period of performance by two months	11/15/21	\$ 250,000
10	Increase contract authority, revise agreed-upon fully burdened rates, and extend the period of performance by two months	5/11/22	\$ 229,486
11	Increase contract authority to continue to provide services, revise agreed-upon fully burdened rates and extend the period of performance by seven months	PENDING	\$ 995,000
	Modification Total:		\$ 1,526,486
	Original Contract:	6/1/18	\$ 5,314,860
	Total Contract Value:		\$ 6,841,346

DEOD SUMMARY

POWER SWEEPING SERVICES FOR ALL METRO FACILITIES/OP962800003367

A. Small Business Participation

Nationwide Environmental Services Div. of Joe's Sweeping, Inc. made a 7.02% Small Business Enterprise (SBE) and a 3.01% Disabled Veterans Business Enterprise (DVBE) commitment. The project is 86% complete. The current SBE participation is 9.88% and DVBE participation is 3.06%. Nationwide Environmental Services is exceeding the SBE commitment by 2.86% and DVBE commitment by 0.05%, respectively.

Small Business Commitment	SBE 7.02% DVBE 3.01%	Small Business Participation	SBE 9.88% DVBE 3.06%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Islas Tires, Inc.	6.60%	8.48%
2.	Rose Equipment Repairs, Inc.	0.42%	1.40%
	Total	7.02%	9.88%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Hunter Tires, Inc.	3.01%	3.06%
	Total	3.01%	3.06%

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).

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 #: 2022-0303, **File Type:** Contract**Agenda Number:** 6.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 16, 2022****SUBJECT: A650 HEAVY RAIL VEHICLE FLEET FRICTION BRAKE OVERHAUL****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 9 to Contract No. MA6274900, Indefinite Delivery/Indefinite Quantity (IDIQ) contract with Wabtec Passenger Transit (Wabtec) for A650 Heavy Rail Fleet Friction Brake Overhaul to extend the Period of Performance through June 30, 2024, and increase the Not-to-Exceed Total Contract Price by \$531,631.00 from \$3,727,827.00 to \$4,259,458.00.

ISSUE

The A650 Air Compressor Assembly is a component within the Friction Brake System. The Air Compressor Unit Assembly overhauls are required to be accomplished in parallel with the ongoing A650 Friction Brake Equipment overhaul services, thereby ensuring the overhauls are performed in accordance with regulatory standards.

Due to nationwide pandemic requiring shelter-in place mandate beginning in 2020, the A650 heavy rail fleet friction brake overhaul program experienced a production slowdown whereas both Wabtec (Contractor) and Rail Fleet Services experienced personnel shortages causing a delay to the schedule. The slowdown in production for nearly two (2) years necessitates a Contract period of performance extension to complete this friction brake overhaul cycle.

In parallel, upon inspection and testing the Air Compressor Unit, the Contractor notified staff that the Air Compressor Unit motors failed fitness testing and were determined to be unrepairable as it was discovered the replacement parts became obsolete, requiring the purchase of new motors.

The purchase of new motors is not included in the original contract awarded to Wabtec in 2017, thus requesting this contract modification will allow for continuation of overhaul services and for the purchase of ASU motors required for a thorough and complete overhaul of the A650 Friction Brake System. Furthermore, this approval of this item will achieve equipment safety, reliability and performance standards in accordance with regulatory requirements and OEM specifications. This approach will result in the least impact to the schedule and Metro resources in an effort to complete the project effectively.

BACKGROUND

Contract No. MA6274900 was approved by the Board in January 2017, awarding Wabtec, the Original Equipment Manufacturer (OEM), the A650 Friction Brake Systems overhaul base services contract. In March 2020, the Board approved adding overhaul services of the D-4-S Air Compressor Assembly Unit, as this is an essential subsystem component of the Friction Brake Systems and was required to be accomplished in parallel with the A650 Friction Brake overhaul services.

The Breda A650 Subway Option-Buy fleet consists of 51 married-pair vehicles and is currently in the 24th year of revenue service operations. This fleet is presently undergoing a Component Overhaul Program, overhauling five (5) major systems including: friction brake, traction motor, gearbox coupler, and LVPS equipment. The average per car mileage is 1.6 million miles and has an accumulated fleet mileage of 100 million miles with consistent reliability and safety records.

DISCUSSION

The A650 Subway Fleet consists of 102 rail cars (51 married pairs) in its 24th year of revenue service operations with over 1.5 million miles per rail car. The Friction Brake overhaul is scheduled on a four-year overhaul cycle to ensure the fleet remains in a constant State of Good Repair (SGR) while safeguarding passenger safety and service reliability.

The Friction Brake System Overhaul consists of tear down, inspection, and replacement of safety sensitive components e.g. brake calipers, actuators, brake valves, transducers, numerous valves, relays, including Air Compressor and HPT Tread Brake Actuators. The wear and tear of these components are predictable therefore necessitating periodic overhauls accomplished by the OEM with specialized equipment and mechanic certifications to ensure equipment reliably.

The Friction Brake Overhaul is (1 of 8) vehicle systems within the Component Overhaul Program managed and performed by Rail Fleet Services staff. Other vehicle systems undergoing overhaul include coupler, low voltage power supply, gearbox, traction motor, and semi-permanent coupler.

The friction brake system consists of numerous subcomponents, including tread brakes, brake shoes, brake valves, electronic controls, and Air Supply Unit (air compressor). The Original Equipment Manufacturer OEM recommends overhaul every 5 years; this is the 4th cycle overhaul. The Friction Brake Overhaul is critical in keeping the heavy rail fleet safe and reliable in conjunction with the State of Good Repair (SGR) mandates.

Rail Fleet Services (RFS) Engineering developed equipment overhaul specification(s) for all systems included in the Component Overhaul Program based on OEM recommendations and RFS maintenance experience. The OEM contractor will perform overhaul services in accordance with a defined schedule within Metro's technical specifications requirements.

DETERMINATION OF SAFETY IMPACT

Safety is of the utmost importance to Metro and, therefore, it is imperative to maintain the A650 fleet

without deferred maintenance and in a constant SGR. The Air Compressor will be accomplished in parallel with the ongoing Friction Brake equipment overhaul thereby ensuring the overhauls are performed in accordance with regulatory standards within a defined schedule while following Metro's Corporate Safety policy and procedures.

The friction brake equipment is a vital system that stops the railcar during high-speed emergency stops and provides final braking at passenger stations. In the event of friction brake equipment failure, the rail car will not stop within the prescribed braking rate and distance with potential catastrophic results to those involved.

FINANCIAL IMPACT

Funding of \$531,631.00 is included in the Cost Center 3942, Project 300044 Account 50441. The delivery of the Air Supply Unit motors is planned for 1st quarter FY23.

Impact to Budget

Funding for this operating/rehabilitation effort includes operating eligible sources like Fares, Prop A 35, Measure M, and STA. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

This is an existing overhaul service support contract needed to ensure continuity and proper project closeout of the A650 Friction Brake Overhaul Services contract and does not have any impacts on the previously approved LOP. Approval of the two recommendations ensures successful completion of the A650 overhaul project and will provide safe, accessible and affordable transportation for all riders of Metro's heavy rail system. Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% have no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other 6.5%

In addition, areas include: Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood. Approval of this Board item will ensure non-interruptions on SGR overhaul services that support the ongoing A650 Friction Brake Overhaul project and allow for successful delivery of safety systems to Metro's existing heavy rail vehicle lines currently serving majority Equity Focus Communities who rely on public transportation.

Wabtec Passenger Transit made a 5% Small Business Enterprise (SBE) commitment. Based on payments reported the project is 51% complete and the current SBE participation is 14.71%, exceeding the SBE commitment by 9.71%

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. Approval of this item will help safeguard overhaul production continuance while reliably meeting passenger safety and fleet.

ALTERNATIVES CONSIDERED

Deferral of this overhaul work is not recommended as these Friction Brake Systems are integral components of the vehicle braking systems that could result in equipment failures, service delays, and risk to passenger safety if not properly maintained.

Due to OEM inability to repair or overhaul the Air Supply Unit equipment resulting from parts obsolescence, it is necessary to procure new motors keeping the friction brake equipment in service for an additional 15 years. Due to the significance of the friction brake equipment there are no alternatives to be considered.

NEXT STEPS

Upon Board approval, the friction brake equipment overhaul program will continue and the contractor will replace obsolete compressor motors with new motors.

ATTACHMENTS

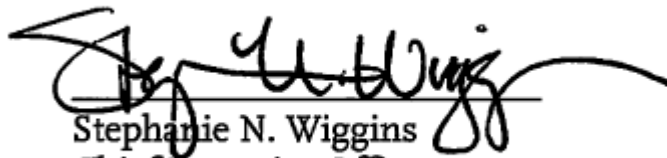
- Attachment A - Procurement Summary
- Attachment B - Modification Log
- Attachment C - DEOD Summary

Prepared_by

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services (213) 922-3144
Richard M. Lozano, Senior Director, Rail Fleet Services (323)-224-4042

Reviewed by:

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

A650 FRICTION BRAKE OVERHAUL/CONTRACT NO. MA6274900

1.	Contract Number: MA6274900		
2.	Contractor: Wabtec Passenger Transit		
3.	Mod. Work Description: To provide continued overhaul services for the A650 friction brake to add work to the Air Compressor components		
4.	Contract Work Description: Provide overhaul services		
5.	The following data is current as of: 04.26.22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/19/17	Contract Award Amount: \$2,857,400.00
	Notice to Proceed (NTP):	02/10/17	Total of Modifications Approved: \$ 870,427.00
	Original Complete Date:	02/10/22	Pending Modifications (including this action): \$ 531,631.00
	Current Est. Complete Date:	06/30/22	Current Contract Value (with this action): \$4,259,458.00
7.	Contract Administrator: Jean Davis		Telephone Number: 213/922-1041
8.	Project Manager: Richard Lozano		Telephone Number: 323/224-4042

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued in support of A650 Red Line vehicle maintenance for the following items:

- To approve additional contract modification authority (CMA) in the amount of \$511,171.00.
- To approve a modification to add overhaul services to A650 Friction Brake contract for the D-4-S Air Compressor Assembly in a Not-To-Exceed amount of \$531,631.20.

This Contract Modification No. 9 will be processed in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

On January 19, 2017, the Board approved a contract to Wabtec Passenger Transit to overhaul the A650 Friction Brake Systems in the amount of \$1,859,000 and an Option for the HPT Brake Actuator overhaul in the amount of \$998,400 for a total

Not-To-Exceed Contract amount of \$2,857,400. The period of performance is for 60 months, February 10, 2017 to February 10, 2022.

On March 19, 2020, the Board approved Modification No. 5 to exercise Option to overhaul Hydraulic Pneumatic Tread (HPT) Brake Actuator in the amount of \$998,400; and to add modification to overhaul services for D-4-S Air Compressor Assembly Units in the amount of \$723,892, for a total Not-To-Exceed contract amount of \$3,581,292. The contract was extended to June 30, 2022.

B. Price Analysis

A price analysis was evaluated and conducted in compliance with Metro's Acquisition Policy. The recommended modification amount of \$531,632.20 to add overhaul services for D-4-S Air Compressor Assemblies, which is a component of the A650 Friction Brake contract, has been determined to be fair and reasonable based on price analysis, technical analysis, and comparison to the Independent Cost Estimate (ICE).

Item	Proposal Amount	Metro ICE	Negotiated Amount
A650 Air Compressor Motors, added overhaul work	\$543,851	\$442,261	\$531,631

CONTRACT MODIFICATION/CHANGE ORDER LOG

A650 FRICTION BRAKE OVERHAUL/CONTRACT NO. MA6274900

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	No Cost Administrative Change	Approved	12/23/19	\$0
2	Authorized Long-Lead Material under existing Total Contract Value for D-4-S Air Compressor	Approved	01/09/20	\$0
3	Authorized Long-Lead Material under existing Total Contract Value for HPT Brake Actuator	Approved	01/09/20	\$0
4	No Cost Equitable Adjustment	Approved	02/11/20	\$0
5	Exercise Option 2 – HPT Brake Actuator; Add D-4-S Air Compressor Assembly	Approved	03/27/20	\$ 723,892
6	COVID-19 Impact Costs for Delivery Schedule Deferments	Approved	10/30/20	\$ 68,246
7	Revise Technical Specification to add out of scope parts	Approved	04/12/21	\$ 78,289
8	No Cost Time Extension	Approved	03/30/22	\$0
9	Modification for D-4-S Air Compressor Assembly units	Pending	TBD	\$ 531,631
	Modification Total:			\$1,402,058
	Original Contract:		01/19/17	\$2,857,400
	Total:			\$4,259,458

DEOD SUMMARY

A650 HEAVY RAIL FLEET FRICTION BRAKE OVERHAUL/MA6274900

A. Small Business Participation

Wabtec Passenger Transit made a 5% Small Business Enterprise (SBE) commitment. Based on payments reported the project is 51% complete and the current SBE participation is 14.71%, exceeding the SBE commitment by 9.71%

Small Business Goal	SBE 2%	Small Business Commitment	SBE 5%
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	SBE Subcontractors	% Committed	% Participation
1.	Altech Services	5%	14.71%
	Total Commitment	5%	14.71%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0306, File Type: Contract

Agenda Number: 8.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE JUNE 16, 2022

SUBJECT: CONVENIENCE COPYING SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 5 to Contract No. PS3825500 with Xerox Corporation to continue to provide the lease and maintenance of multi-function convenience copiers at various Metro locations, increasing the total not-to-exceed contract value by \$454,045 from \$4,132,773 to \$4,586,818, and extend the period of performance from September 1, 2022, through February 28, 2023.

ISSUE

The existing contract with Xerox Corporation (Xerox) will expire on August 31, 2022. A contract extension will ensure service continuity, provide Metro staff sufficient time to award a new contract, and allow an adequate transition period to acquire and install new equipment at various Metro locations and remove the old equipment.

BACKGROUND

In December 2015, Metro awarded Xerox a 5-year, firm-fixed unit price contract to lease and maintain a fleet of multi-function convenience copiers to enable staff at all Metro locations to copy, print, fax, and scan documents and reports.

During the Covid-19 pandemic, Metro management worked with Xerox to find ways to realize savings to reflect the significant reduction in volume due to employees teleworking. During this period, time-extensions were executed to continue with the agency's lease and maintenance of 228 copiers. This allowed Metro to identify the latest technology solution that efficiently manages printing and imaging services.

DISCUSSION

Metro recently issued a competitive solicitation for these services. The solicitation includes an updated Scope of Services (SOS), developed in coordination with Metro's Information Technology

Services Department (ITS), which incorporates telework printing requirements in line with Metro's new telework policy that took effect on March 18, 2022. The SOS also includes Management Print Services (MPS), the latest technology solution that allows for efficient management of printing and imaging services. The MPS monitors usage of the copiers and efficiently addresses device malfunctions and/or repairs and delivery of replacement parts and supplies. It also supports a hybrid and remote work environment since print management is centralized.

The MPS solution will help support Metro's new hybrid culture of teleworking and only pay per click per volume. This solution will improve accessibility to our equipment for staff teleworking which will support employees in completing work assignments.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's employees and patrons.

FINANCIAL IMPACT

The funding of \$454,045 is allocated in the FY23 Budget within cost center 6420, Copy Services, Account 51205, Rental & Lease of Office Equipment, under Project 100001. The cost center manager and the Chief People Officer will be responsible for budgeting the cost.

Impact to Budget

The source of funds for this contract is Project 100001 General Overhead and is comprised of Federal, State, and local funds. These funds are eligible for these services.

EQUITY PLATFORM

There are no equity impacts anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5 "provide responsive, accountable and trustworthy governance within the LA Metro organization." Providing these services will ensure that Metro maintains and nurtures a diverse, inspired, and high-performance workforce.

ALTERNATIVES CONSIDERED

The Board may decline to approve this contract modification. This is not recommended because the alternatives below to this recommendation are not feasible:

1. Send all photocopying and printing requirements to the Copy Center. This would impede workflow. Although staff already sends large copy projects to the Copy Center, efficient and effective office productivity requires the ability to scan, copy, and print documents in smaller quantities immediately within the employees' work area.

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2. Purchase of new machines will require a large initial capital cost in acquiring multi-function copiers and peripherals.

NEXT STEPS

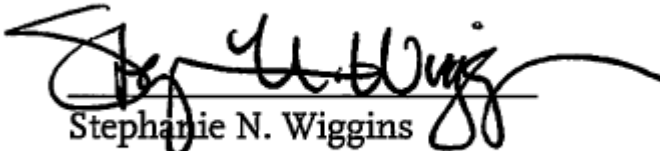
Upon approval by the Board, staff will execute Modification No. 5 to Contract No. PS3825500 with Xerox Corporation to continue to provide lease and maintenance of the multi-function copiers through February 28, 2023.

ATTACHMENTS

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

Prepared by: Yolanda Limon, Manager General Services (213) 922-2113
Don Howey, DEO, Administration (213) 922-8867
Patrice McElroy, Deputy Chief People Officer (213) 418-3171

Reviewed by: Robert Bonner, Chief People Officer (213) 922-3048
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CONVENIENCE COPYING SERVICES/PS3825500

1.	Contract Number: PS3825500		
2.	Contractor: Xerox Corporation		
3.	Mod. Work Description: Increase contract authority and extend period of performance		
4.	Contract Work Description: Provide convenience copying services at various Metro locations.		
5.	The following data is current as of: 5/9/2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	12/9/2015	Contract Award Amount: \$3,757,066
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$375,707
	Original Complete Date:	12/8/2020	Pending Modification(s) (including this action): \$454,045
	Current Est. Complete Date:	2/28/2023	Current Contract Value (with this action): \$4,586,818
7.	Contract Administrator: Antonio Monreal		Telephone Number: (213) 922-4679
8.	Project Manager: Raul Gomez		Telephone Number: (213) 922-4356

A. Procurement Background

This Board Action is to approve Modification No. 5 to Contract No. PS3825500 with Xerox Corporation to continue to provide the lease and maintenance of multi-function convenience copiers at various Metro locations.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm-fixed unit price.

In December 2015, Metro awarded a five-year contract to Xerox Corporation for the lease and maintenance of a fleet of multi-function convenience copiers to enable staff at all Metro locations to copy, print, fax and scan documents and reports.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis. The rates that were established as part of the competitive award shall remain unchanged and are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Modification Amount
\$454,045.00	\$454,045.00	\$454,045.00

**CONTRACT MODIFICATION/CHANGE ORDER LOG
CONVENIENCE COPYING SERVICES / PS3825500**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revised Statement of Work	Approved	3/18/2020	\$ 0
2	Extend the period of performance by one year	Approved	12/1/2020	\$ 0
3	Extend the period of performance by seven months	Approved	12/1/2021	\$ 0
4	Increase contract authority and extend the period of performance by two months	Approved	4/26/2022	\$ 375,707
5	Increase contract authority and extend the period of performance by six months	Pending	Pending	\$ 454,045
	Modification Total:			\$ 829,752
	Original Contract:		12/9/15	\$ 3,757,066
	Total:			\$ 4,586,818

DEOD SUMMARY

METRO CONVENIENCE COPIER SERVICES/PS3825500

A. Small Business Participation

Xerox Corporation (Xerox) made a 5.22% Disadvantaged Business Enterprise (DBE) commitment. Based on payments reported the project is 100% complete and the current DBE participation is 4.93%, representing a 0.29% shortfall of the DBE commitment.

Xerox Corporation contends that the COVID work restrictions and work from home initiatives, impacted the utilization of Atlas Teknology Group, Inc. Xerox further contends to mitigate the shortfall they will continue to work collectively with Metro's IT department to monitor and identify opportunities to increase service request activity with Atlas.

Xerox has committed to monitor the shortfall mitigation monthly and will provide an updated mitigation plan including utilization targets toward commitment achievement by June 30, 2022.

Small Business Goal	DBE 5.22%	Small Business Commitment	DBE 4.93%
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	DBE Subcontractors	% Committed	% Participation
1.	Atlas Teknology Group, Inc.	5.22%	4.93%
	Total Commitment	5.22%	4.93%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0196, File Type: Appointment

Agenda Number: 26.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE JUNE 16, 2022

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.

BACKGROUND

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region, and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC is 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 the MSC approves 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 of July 1, 2022, through June 30, 2025. 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 2019 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. Karina Macias, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
- B. Denise Diaz, Gateway Cities Service Council, New Appointment
Nominated by: Gateway Cities Council of Governments
- C. Marisela Santana, Gateway Cities Service Council, New Appointment
Nominated by: Gateway Cities Council of Governments

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	Black	Native Amer	Other
GWC Council Region	65.5%	14.9%	9.1%	8.0%	0.2%	2.2%
GWC Region Ridership	66%	6%	3%%	21%	0%	4%
GWC Membership/No.	55.5% / 5	33.33% / 3	11% / 1	0% / 0	0% / 0	0% / 0

The gender makeup of the GWC Service Council will be as follows:

Gender	GWC Membership/No.	Los Angeles County
Male	55.5% / 5	49.7%
Female	44.4% / 4	50.3%

San Fernando Valley

- D. Carla Canales Cortez, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles County Third District Supervisor Sheila Kuehl
- E. Dennis Washburn, San Fernando Valley Service Council, Re-Appointment
Nominated by: Las Virgenes Malibu Council of Governments

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	Black	Native Amer	Other
SFV Council Region	41.0%	41.1%	11.2%	3.7%	0.1%	2.9%

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 will be as follows:

Gender	SFV Membership/No.*	Los Angeles County
Male	50.0% / 4	49.7%
Female	50.0% / 4	50.3%

One seat remains vacant on the Council, to be filled by the Office of Mayor Eric Garcetti. Membership race/ethnicity and gender demographic information reflects the makeup of the Council effective July 1, 2022

San Gabriel Valley

- F. Peter Amundson Sr., San Gabriel Valley Service Council, New Appointment
Nominated by: Los Angeles County Fifth District Supervisor Kathryn Barger
- G. Diane Velez, San Gabriel Valley Service Council, Re-Appointment
Nominated by: San Gabriel Valley Council of Governments

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	Black	Native Amer	Other
SGV Council Region	49.90%	17.40%	27.2%	3.2%	0.2%	2.1%
SGV Region Ridership	67%	8%	13%	8%	1%	4%
SGV Membership/ No.	50% / 4	37.5% / 3	12.5% / 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	75% / 6	49.7%
Female	25% / 2	50.3%

One seat remains vacant on the Council, to be filled by the Cities of Montebello, Monterey Park, and Rosemead. Membership race/ethnicity and gender demographic information reflects the makeup of the Council effective July 1, 2022

South Bay Cities

- H. Adolfo (Ernie) Crespo, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments

- I. Roye Love, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
- J. Gabriela Segovia, South Bay Valley Service Council, New Appointment
Nominated by: South Bay Council of Governments

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	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

- K. Ernesto Hidalgo, Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
- L. Francisco Gomez, Westside Central Service Council, Re-Appointment
Nominated by: Westside Cities Council of Governments

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	Black	Native Amer	Other
WSC Council Region	42.8%	31.1%	13.3%	9.3%	0.2%	3.3%
WSC Region Ridership	66%	7%	7%	16%	1%	4%
WSC Membership/No.	62.5% / 5	12.5% / 1	0 / 0	25% / 2	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	37.5% / 3	49.7%
Female	62.5% / 5	50.3%

One seat remains vacant on the Council, to be filled by the Office of Mayor Eric Garcetti. Membership race/ethnicity and gender demographic information reflects the makeup of the Council effective July 1, 2022.

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 the safe operation of transit service and the 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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having a less diverse representation of their respective service areas.

NEXT STEPS

Staff will continue to work to finalize nominations 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

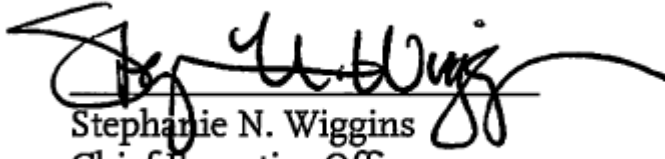
Attachment A - Nominees Listing of Qualifications

Attachment B - Nomination Letters

Prepared by: Dolores Ramos, Manager, Regional Service Councils, (213) 598-

9715

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Denise Diaz, Nominee to Gateway Cities Service Council



Denise Diaz was elected to her first four-year term on the South Gate City Council on April 11, 2017. Denise was born and raised in the City of South Gate. She has a Bachelor of Arts Degree in Communication from California State University, Long Beach and a post-graduate certificate in International Business from Monterrey Institute of Technology and Higher Education in Guadalajara, Mexico. She worked at the Inter-American Development Bank in Washington, D.C. for several years while she served a four-year term on the advisory board for the Secretary of External Relations for Mexicans Abroad - a branch of the Mexican government. She is a past member of the Tweedy Merchant Association, and a current member of the South Gate Women's Club and South Gate Rotary. She is also the founding member of the City's Environmental Action Team and an executive board member of the East LA Classic Theatre, a theatre arts program in elementary and high schools across Los Angeles. Ms. Diaz currently works as the Director of the non-profit Institute for the Attention of Immigrants, originating from the State of Jalisco, Mexico, where she provides a wide range of services to Mexican nationals throughout the greater Los Angeles area.

Marisela Santana, Nominee to Gateway Cities Service Council



Marisela Santana was elected to the Lynwood City Council in 2018. In that role, she has also served as a member of the Gateway Cities Council of Governments, where she is currently 2nd Vice President, a member of the Homeless Committee and the Transportation Committee, and the Vice Chair for the I-710 Ad Hoc Committee.

In 1998, Marisela began working for the Los Angeles Wave Newspaper Group - which led to her covering news, features and politics for all of the newspapers under the Wave, which heralded over 13 publications covering cities from Carson to Pico Rivera, Downey, Southgate, Huntington Park, to East Los Angeles, Culver City, Hawthorne, South L.A., Compton and Lynwood. She also served as the City of Lynwood's public information officer from 2012-2016.

San Gabriel Valley Service Council

Peter Amundson Sr., Nominee to San Gabriel Valley Service Council



Born and raised in the San Gabriel Valley, Mr. Amundson graduated from UCLA with a degree in Political Science, then earned a commercial truck driving license and private pilot's license. In 1985, he formed a refrigerated transportation and warehouse company, of which he is still President and CEO. He obtained a commercial school bus certificate to help transport children from school to sports programs, leveraged his business to help feed families of the Pacific Southwest, and is active with the Foothill Unity Food Bank in Monrovia. Mr. Amundson served 12 years on the Arcadia City Council including two terms as Mayor, and served two terms representing the city on the San Gabriel Valley Council of Governments. He was instrumental in establishing the Arcadia Downtown Business Association, worked with the Foothill Gold Line Authority on station development, and participated in the establishment of the SGVCOG Capital Projects and Construction Committee as the successor agency to the Alameda Corridor East Construction Authority. Mr. Amundson is a member of the Los Angeles County Airport Commission and is a past board member of the Los Angeles/Orange County Unit of the California Trucking Association.

Dora Gabriela “Gaby” Segovia, Nominee to South Bay Cities Service Council

Gabriela Segovia or “Gaby” as she likes to be called, is originally from the state of Durango, MX. A mother of four, Gaby and her four children reside in Wilmington. She trained and graduated as a promotora and facilitator, and now works to educate, inform and empower her community. She is a member of the Best Start Wilmington group, and is part of a group of neighbors in action, “Wilmington Without Borders.” She also works with LA Walks as an Educator Promotora to advance safe walking and transit access for all residents. In addition, she works with Best Start Wilmington, a First 5 LA initiative working to develop healthier communities for young children and their families. In her spare time, she enjoys cooking, singing, and dancing.




APPOINTING AUTHORITY NOMINATION LETTERS

Gateway Cities Service Council

SOUTHEAST LOS ANGELES COUNTY

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Dawney
- 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

April 8, 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, 2022.

At its regularly scheduled meeting of April 6, 2022, the Gateway Cities Council of Governments Board of Directors nominated Council Member Karina Macias, a current member of the Council, Council Member Marisela Santana, City of Lynwood, a new applicant, and Council Member Denise Diaz, City of South Gate, also a new applicant, to fill the seats expiring June 30, 2022. 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



**BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES**

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

SHEILA KUEHL
SUPERVISOR, THIRD DISTRICT

April 28, 2022

Ms. Dolores Ramos
Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos,

This letter serves as the recommendation to appoint Carla Canales Cortez to serve as the Third District representative on the San Fernando Valley Service Council for the term of July 1, 2022 - June 30, 2025.

I am confident that Ms. Carla Canales Cortez's knowledge and experience of the San Fernando Valley's transportation will serve the Council well.

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

Sincerely,

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

Sheila Kuehl
Supervisor, Third District

Ramos, Dolores

From: Terry Dipple <tdipple@msn.com>
Sent: Tuesday, April 19, 2022 3:43 PM
To: Ramos, Dolores
Cc: Dennis Washburn (washburnd1@aol.com)
Subject: Nomination to SFV Service Council

Hi Dolores,

The Las Virgenes-Malibu COG Governing Board voted unanimously today to nominate Dennis Washburn to continue to serve as our representative to the Metro SFV Service Council. Please let me know if you need any further information.

Thanks,
Terry

Terry Dipple

Executive Director

Las Virgenes-Malibu Council of Governments

6165 Spring Valley Road

Hidden Hills, CA 91302

(818) 968-9088

<http://lvmcog.org>

San Gabriel Valley Service Council



March 29, 2022

OFFICERS

President
Becky Shevlin

1st Vice President
Tim Hepburn

2nd Vice President
Ed Reece

3rd Vice President
April Veriato

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 Representatives

Dear Ms. Ramos:

At their February 17, 2022 meeting, the San Gabriel Valley Council of Governments' Governing Board appointed Diane Velez to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2022 – June 30, 2025.

Should you have any questions, please feel free to contact me mcreter@sgvcog.org.

Sincerely,

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Diane Velez

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803



BOARD OF SUPERVISORS COUNTY OF LOS ANGELES

869 KENNETH HAHN HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012
Tel: 213-974-5555 Fax: 213-974-1010

KATHRYN BARGER
SUPERVISOR, FIFTH DISTRICT

May 4, 2022

Ms. Dolores Ramos
Manager, Regional Service Councils
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: NOMINATION TO SAN GABRIEL VALLEY SERVICE COUNCIL

Dear Ms. Ramos:

This letter shall serve as my official nomination of Peter Amundson Sr. to serve as the Fifth District appointee to Metro's San Gabriel Valley Service Council. Given his 30 plus years in service to the community, his prior experience in local governance, and his understanding of the importance of mobility through his extensive history in surface, air, and rail transportation: I believe that Mr. Amundson will be a valuable member of the Service Council.

Born and raised in the San Gabriel Valley, Mr. Amundson graduated from UCLA with a degree in Political Science, specializing in State and Local government, then earned a commercial truck driving license and private pilot's license. In 1985 he formed his own refrigerated transportation and warehouse company, of which he is still President and CEO, and this spawned a 30-year passion of service to his community.

His community service has focused on San Gabriel Valley youth and providing food for the needy. He obtained a commercial school bus certificate so that he could help transport children from school to sports programs, leveraged his business to help feed families of the Pacific Southwest, and is active with the Foothill Unity Food Bank in Monrovia.

Mr. Amundson's call to local service ultimately led him to the Arcadia City Council, where he spent 12 years, including two terms as Mayor, and served two terms representing the city on the San Gabriel Valley Council of Governments. He was instrumental in establishing the Arcadia Downtown Business Association, worked closely with the Foothill Gold Line Authority on station development, and participated in the establishment of the SGVCOG Capital Projects and Construction Committee as the successor agency to the Alameda Corridor East Construction Authority.

ANTELOPE VALLEY
42455 10th Street West, Suite 104
Lancaster, CA 93534
(661) 726-3600

EAST SAN GABRIEL VALLEY
615 East Foothill Boulevard, Suite A
San Dimas, CA 91773
(909) 394-2264

SAN FERNANDO VALLEY
21943 Plummer Street
Chatsworth, CA 91311
(818) 993-5170

SAN GABRIEL VALLEY
215 N. Marengo Avenue, Suite 120
Pasadena, CA 91101
(626) 356-5407

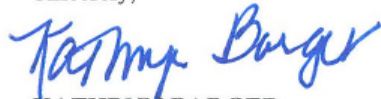
SANTA CLARITA VALLEY
27441 Tourney Road, Suite 180
Santa Clarita, CA 91355
(661) 287-3657

Ms. Dolores Ramos
May 4, 2022
Page 2

Mr. Amundson is a member of the Los Angeles County Airport Commission and is a past board member of the Los Angeles/Orange County Unit of the California Trucking Association.

If you have any questions about this nomination, please do not hesitate to contact me or my transportation policy deputy, David Perry at (213) 974-5555 or dperry@bos.lacounty.gov.

Sincerely,



KATHRYN BARGER
Supervisor, Fifth District

KB:dps

South Bay Cities Service Council



SOUTH BAY CITIES
COUNCIL OF GOVERNMENTS

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

April 29, 2022

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

Dear Ms. Ramos:

This letter serves as the South Bay Cities Council of Governments (SBCCOG) recommendation to nominate representatives to serve on the South Bay Metro Service Council.

At their April 28 Board of Directors meeting, the SBCCOG Board approved the following nominees:

- Ernie Crespo (incumbent)
- Roye Love (incumbent)
- Gabriela Segovia (new appointee) – community worker, Wilmington resident, Spanish speaker (will need interpreter) gaby@losangeleswalks.org

These candidates are nominated to serve three-year terms to commence on July 1, 2022 through June 30, 2025.

We respectfully request that the Metro Board appoint these nominees at the May or June Metro Board meeting so that they can be seated in July 2022.

Thank you for your attention to this matter.

Sincerely,

Drew Boyles, SBCCOG Chair
Mayor, El Segundo

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



Date: April 15, 2022
To: Dolores Ramos, Metro Administrator Regional Service Council
From: Cecilia Estolano, WSCCOG Executive Director
CC: Francisco Gomez, City of West Hollywood Transportation Program Administrator
Winnie Fong, WSCCOG Project Director
Subject: Westside Cities COG Nomination to the Metro Westside/Central Service Council
for Francisco Gomez (July 1, 2022 – June 30, 2025)

On April 14, 2022, the Westside Cities Council of Governments (WSCCOG) Board nominated Francisco Gomez, Transportation Program Administrator of City of West Hollywood, to continue serving another 3-year term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2022 and ending June 30, 2025. 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 Report

File #: 2022-0337, File Type: Project

Agenda Number: 33.

CONSTRUCTION COMMITTEE JUNE 16, 2022

SUBJECT: CRENSHAW/LAX CLOSE-OUT PROJECT

ACTION: APPROVE LIFE-OF-PROJECT BUDGET INCREASE

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget by \$17,000,000 for the Crenshaw/LAX Close-Out Project (CP 869512) from \$30,000,000 to \$47,000,000.

ISSUE

The Crenshaw/LAX Close-Out Project Life of Project (LOP) budget requires an increase of \$17,000,000 to pay for construction cost escalation due to market conditions, increased legal and claim support services, supported costs for Metro staff, and professional service contracts to continue management and oversight of the Project necessary for project completion.

The funding requested is to provide continued support for the close-out project and funding for punch-out work commencing after substantial completion of the Crenshaw/LAX Design-Build Project has been achieved, yet still allowing revenue service to commence in Fall 2022.

BACKGROUND

The Crenshaw/LAX (C/LAX) Transit Project is a north/south light rail line that will serve the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. The alignment extends 8.5 miles, from the intersection of Crenshaw and Exposition Boulevards to a connection with the Metro Green Line south of the Aviation/LAX Station. The project provides major connections with the Los Angeles International Airport (LAX) as well as links to the C Line (Green), the E Line (Expo), and countywide bus network.

The alignment is comprised of a double-tracked rail line consisting of sections of at-grade in-street, at-grade within railroad right-of-way, aerial, and below-grade guideway sections, eight stations, park and ride facilities at two locations, utilities, landscaping, roadway improvements required by the project and a maintenance & storage facility (Division 16 - Southwestern Yard).

As the project neared completion, Staff requested a Close-Out Project to provide funding for work to commence after substantial completion of the C/LAX Design-Build Project was achieved. On May

28, 2020, the Board approved a Life-of-Project (LOP) budget of \$30,000,000 for the C/LAX Close-Out Project. Funding for the Close-Out Project is separate from the C/LAX Design-Build Project, allowing Metro flexibility to close out the Design-Build Project and related administrative elements more timely. The scope of the Close-Out Project includes additional work required for the project that, due to timing constraints, is not recommended to be issued to the Design-Builder (DB). Funding for the Close-Out Project also includes costs to extend Metro staff and professional services through the then forecasted substantial completion date and legal services required to defend against expected claims from the DB.

DISCUSSION

The approved LOP funding level was based on substantial completion forecasted for December 2020, and revenue service commencing in 2021. Since approval of the LOP budget in 2020, the C/LAX Design-Build Project has experienced additional schedule delays, the Design-Builder has submitted its claim, legal costs to analyze and defend the claim are accruing at a higher rate than anticipated, and the bid received for the Segments A and B Close-Out work far exceed the planned budget.

UNFORESEEN MARKET CONDITIONS AND INFLATION

During procurement of the Segments A and B C/LAX Construction Punch Out Work Contract (C1217), several factors contributed to cost increases and higher than anticipated bid prices:

- Materials shortages
- Construction cost increases
- Production delays
- Skilled Labor Shortages

Staff recommends a total LOP budget increase of \$17 million. This increase will provide funding for Segment C additional Punch Out construction work at the underground stations, increased legal services required to defend against the design-builder claim, extended Metro staff and professional services required to support completion of the Project through Revenue Service this Fall, and replenishment of project contingency. See below for a more detailed explanation.

TOTAL LOP INCREASE \$17,000,000

With this understanding, an LOP increase is requested to be allocated as follows:

- \$3,000,000 Segment C “Punch-List” construction work
- \$9,000,000 Legal Services for claim defense
- \$3,000,000 Claim Support Services
- \$1,000,000 Professional Services and Metro Staff
- \$1,000,000 Contingency

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro’s construction

projects.

FINANCIAL IMPACT

The current LOP budget for Project 869512, is funded with Metro Proposition C 25% Transit-Related Streets and Highways funds. If all actions are approved, the LOP budget will increase by \$17,000,000 from \$30,000,000 to \$47,000,000. Funds required through Fiscal Year 2022 have been requested through the annual Fiscal Year 2022 budget process. The additional LOP funding will be programmed through FY23 and FY24 in Cost Center 8510, Construction Contracts/ Procurement, under Project 869512.

Since this is a multi-year project, the Project Manager, Cost Center manager, and Chief, Program Management Officer will be responsible for budgeting the costs in future fiscal years.

Impact to Budget

Eligible local funds available at the time of expenditure will be utilized to fund this project. These may include operating eligible funding sources.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$17,000,000 increase, Attachment D shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including reductions to other Metro projects in the corridor and subregion, and has determined these are not feasible and that additional local funding resources (i.e., funding specific to the affected corridor or subregion), which are to be considered prior to Metro's countywide funding, are not available. The Policy analysis identifies available and eligible local funds at the time of expenditure (Countywide Other Funds) as the funding that can address the \$17,000,000 cost increase. Metro staff attempted to identify local funding specific to the Project corridor and affected Central City Area and South Bay subregions but was not able due to restrictions on using those funds.

EQUITY PLATFORM

The Crenshaw/LAX Close-Out Project will support the Crenshaw/LAX (C/LAX) Transit Project, which will serve the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. All eight stations (100%) are within or adjacent to Equity Focus Communities. Project equity benefits and impacts include:

1. Providing better transit connectivity and increasing light rail transportation service from the Metro

Expo Line to the Metro Green Line south of the Aviation/LAX Station.

2. Increasing service frequency, reliability, and access for communities that use the Metro transit system along the Century/Aviation, Westchester/Veteran, Downtown Inglewood, Fairview Heights, Hyde Park, Leimert Park, Martin Luther King and Exposition Stations for housing, jobs, educational, medical and entertainment needs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options and improving transit efficiency.

Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the Corridor Cities by contributing funds and providing resources to assist Caltrans in management and delivery of these projects.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with amending the LOP Budget. This is not recommended as this may limit Metro's flexibility and ability to manage and complete the required scope of work in the most timely and cost-effective manner and could jeopardize Metro's ability to provide its best legal defense against claims submitted by the design-builder.

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

Attachment C - Close-Out Project Scope of Work

Attachment D - Measure R and Measure M Unified Cost Management Policy Analysis

Prepared by:

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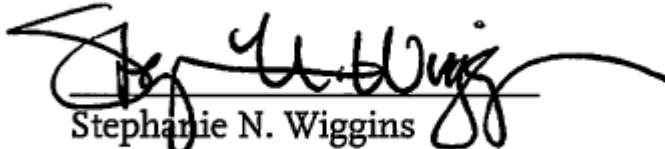
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
(2022-0337)
Crenshaw/LAX Closeout Project
Funding / Expenditure Plan*
(Dollars in Millions)

Capital Project CP869512	FY21	FY22	FY23	FY24	FY25	TOTAL	% Of Total
Uses of Funds	Actual						
Construction	-	-	7.04	4.76	0.20	12.00	25.5%
Prof Services	0.01	11.75	16.28	4.09	0.37	32.50	69.1%
Project Contingency	-	-	-	-	2.50	2.50	5.3%
Subtotal	0.01	11.75	23.32	8.85	3.07	47.00	100.0%
Total Project Costs:	0.01	11.75	23.32	8.85	3.07	47.00	100%
Sources of Funds							
Local/Federal Sources	0.01	11.95	18.04	15.80	1.20	47.00	100%
TOTAL:	0.01	11.95	18.04	15.80	1.20	47.00	100%

*Sources of funds are subject to change. Assumes Contractor Substantial Completion May 2022 and Metro Revenue Service October 2022.

**FY23-FY25 is projected.

ATTACHMENT B

(2022-0337)

C/LAX Close Out Project (CP869512)

Projected Breakdown of Cost Allocation for \$17 million

Amount	Descriptions
\$3,000,000	Construction <ul style="list-style-type: none">○ Segment C "Punch-List" Contract (includes testing)
\$9,000,000	Professional Services Legal Services <ul style="list-style-type: none">○ Procured legal services to assist project management with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.
\$3,000,000	Claim Support Services <ul style="list-style-type: none">○ Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.
\$1,000,000	Other Professional Services <ul style="list-style-type: none">○ Metro Staff at Gateway and at multiple field offices who perform oversight in various disciplines.○ CMSS - STANTEC: Construction management support services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineers and other construction support.○ Miscellaneous professional Services support .
\$1,000,000	Unallocated Contingency <ul style="list-style-type: none">○ Amount not yet allocated to a specific line item but is required for anticipated unknown cost increases.
\$17,000,000	Total Increase

ATTACHMENT B
(2022-0337)
C/LAX Close Out Project (CP869512)
Scope of Work

Item No.	Item Description	Package
1	Procure and install left turn gates along PMH	A
2	Modify the existing traffic signal at Florence/West	A
3	Replace an existing 24" steel water line with a new 24" ductile iron water line. Approximatley 620' of ductile iron pipe	A
4	Trim (127) palm trees adjacent to the alignment	A
5	Build a redundant Radio Fiber Channel System	A
6	Procure and install 4' drop signs at the UG stations	A
7	Install suicide prevention signs	A
8	Construct a new water line and new fire hyrdant	A
9	Remove an existing step up transformer and replace with a new Metro furnished step up transformer	A
10	Remove temporary room signs and procure and install new signs	A
11	Additional wayfinding signs	A
12	Procure and install additional map cases	A
13	Paint hatch covers at UG stations	A
14	Construct Fairview Heights parking lot	B
15	Install CCTV's and EV chargers at the parking lot	B
16	Paint existing and install missing wrought iron fence	B
17	Florence Ave and La Colina paving improvements	B
18	Striping for the paving improvements	B
19	Construct 60 LF of concrete barrier and install (2) crash cushion end treatments	B
20	Install about 480 LF of metal beam guard rail	B
21	PCC pave 3,840 SF area on SB Aviation, south of Imperial Hwy	B
22	Procure and install a stainless steel vertical trim piece	B
23	Paint black the backside of existing wayside signs	B
24	Construct minor civil improvements	B
25	Install infrasttucture for a video wall	B
26	Adjust, relocate and/or remove conflicting utilities or unknown buried obstructions	B
27	Provide support for special events	B
28	Install bird deterrents at stations	B

Crenshaw/LAX Close Out 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 Crenshaw/LAX Close Out 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 May 2020 at \$30,000,000. The Project is subject to the Policy analysis now due to a proposed \$17,000,000 increase to the LOP budget. Funding for the cost increase is needed through FY 2025. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

The LOP budget requires an increase of \$17,000,000 to pay for construction escalation due to market conditions, increased legal services, Metro staff, and professional service contracts to continue management and oversight of the Project.

The original LOP was to provide support to achieve Substantial Completion in December 2020 and revenue service to commence in 2021. The revenue service date for the Project is currently forecasted to be fall 2022.

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. Increases will be measured against subsequent actions on cost estimates taken by the Metro Board of Directors, including the determination of the budget. 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 sub-region; 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 attributable to higher construction costs due to market conditions, increased legal and claim support services, and additional management and oversight. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County. The Project is eligible for Measure R funding but this is entirely allocated to the Crenshaw/LAX Transit project.

The Project is located in the South Bay and Central City Area subregions (as defined in the Policy, as amended), with station locations in the cities of Los Angeles and Inglewood. Local funding resources from both the subregions and cities could be considered for the cost increase.

Subregional Programs and Local Agency Contributions

Measure R, as amended, includes funding for a "South Bay Transit Investments" program and the South Bay subregion (represented by its Council of Governments) could allocate a portion of the funding for the Project. Metro staff will contact the subregion to determine if it would allocate any funding. However, due to the time constraints of this Board item, this funding is not considered available for the Project cost increase.

Measure M includes funding for a transit-eligible multi-year subregional program (MSP) for the South Bay and Central City Area subregions. The MSP is eligible beginning FY 2018 and entitled the Subregional Equity Program (SEP). However, Motion #2021-0435 amends the Policy to "eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction" and is not considered available for the Project cost increase.

Local Agency Contributions

The cities with Project stations have agreed to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance. Metro is front-funding the Los Angeles share of \$89.7 million with the city making payments to Metro through FY 2023. Inglewood has agreed to pay \$12 million, with \$6 million in-kind for future first-last-mile improvements, and \$6 million in payments made over 40 years (with no payments or interest accrued for ten years). The cities are generally not responsible for cost increases to the projects and this restriction is included in the local agency contribution agreements between Metro and the cities.

Measure M, as well as Measure R and Propositions A and C, provide "local return" funding to Los Angeles and Inglewood. The cities will receive an estimated \$3.3 billion

of local return (Los Angeles \$3.2 billion, Inglewood \$90 million) over the ten year period FY 2023 to FY 2032 that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Foothill Extension to Pomona, 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 State has previously granted the Crenshaw/LAX Transit project \$129.1 million through Prop 1B grants and the USDOT has provided funding through a \$13.9 million TIGER grant and \$545.9 million TIFIA loan. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Crenshaw/LAX Transit project and Crenshaw Close Out Project have experienced multiple cost increases and the design/build contract is almost completed.

Value Engineering

The Project cost increase is attributable to higher construction costs due to market conditions, increased legal and claim support services, and additional management and oversight. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

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

The cities and subregions have existing funding programs that have funding amounts yet to be spent. The potential use of the MSP and SEP are discussed above in section "New Local Agency Funding Resources."

The cities also receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available, and all other projects are moving through their respective development process.

The Project is within the same corridor as the Airport Metro Connector, which is currently in construction with an LOP budget of \$898,581, approved by the Board in April 2021. This project is not yet completed and does not have cost reductions that could be used for the Project.

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 financial forecast, during the timeframe when funds are needed for the Project

cost increase. A reallocation of the funds to the cost increase would divert the funding from other Board-approved uses and or require additional debt financing. Eligible sources of countywide funding include Proposition C 25% (Transit-Related Streets and Highways), Proposition C 40% (Discretionary), and Proposition A 35% (Rail Development).

Through FY 2025, the Proposition C 25% funds are currently planned, from highest to lowest, for debt service on Metro bonds, I-5 South Carpool and Mixed Flow Lanes I-605 to OCL, Freeway Service Patrol, Blue Line Track and System Refurbishment, and the Crenshaw/LAX Locally Funded Activities Project. The Proposition C 40% is planned for Metro bus operations, ADA-paratransit operations, debt service, Metro bus fleet replacement, and the municipal and non-Metro operators. The Proposition A 35% is planned for debt service on Metro bonds, Metro rail operations, Division 20, Heavy Rail Vehicles, and Light Rail Vehicles.

State and Federal Funding (Formula)

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. There is currently no capacity in the RIP or LPP through FY 2027. The RIP has been allocated to projects submitted in Metro's 2022 RTIP and the next cycle of the LPP is planned to be used on the Division 20 project.

The Crenshaw/LAX Transit project has previously received federal Surface Transportation Block Grant Program (STBG) and Congestion Mitigation & Air Quality Program (CMAQ) funding and these may be eligible for use on the Project to address the cost increase. However, the funding is currently programmed for other uses in the Long Range Transportation Plan Financing Forecast including Crenshaw/LAX Transit and other Metro rail operating expenses, and HOV projects, and any allocation to the Project would reduce the availability for competing uses as is not recommended.

Recommendation

We recommend that the \$17,000,000 cost increase for the Project is funded with available and eligible local funds at time of expenditure (Countywide Other Funds) as the funding (including debt financing). The Policy analysis has looked at potential cost reductions and these are not feasible given the status of the Project and timing of the funding need. The Policy analysis has also considered local funding from the subregions, including Measure R South Bay Transit Investments, the Subregional Equity Program, local return, and the defunding of projects in the Call For Project and or cost savings from other projects and has determined that this funding is not available. State and federal formula funding were also evaluated but these are not available as they are programmed for other uses in Metro's financial forecast.

Board Report File #2022-0337

Subject: Crenshaw/LAX Closeout Project

Amend LOP Budget by \$17M from \$30M to \$47M



Board Report File #2022-0337

Subject: Crenshaw/LAX Closeout Project

Amend LOP Budget by \$17M from \$30M to \$47M

- **ACTION: APPROVE LIFE-OF-PROJECT BUDGET INCREASE**
- **Scope**
 - Maximize the ability to mitigate the delay of Crenshaw's substantial completion by completing some non-revenue service required items before and after substantial completion
 - Provide funding for Segment C "Punch-List Contract" to be solicited to handle the remaining miscellaneous items required to be constructed but as schedule mitigation, can be completed after substantial completion
 - Legal and claim support services support to defend against any claims by the design-builder
 - Includes close out of professional services contracts

Board Report File #2022-0337

Subject: Crenshaw/LAX Closeout Project

Amend LOP Budget by \$17M from \$30M to \$47M

ATTACHMENT A

(2022-0337)

Crenshaw/LAX Closeout Project

Funding / Expenditure Plan*

(Dollars in Millions)

Capital Project CP869512	FY21	FY22	FY23	FY24	FY25	TOTAL	% Of Total
	Actual						
Uses of Funds							
Construction	-	-	7.04	4.76	0.20	12.00	25.5%
Prof Services	0.01	11.75	16.28	4.09	0.37	32.50	69.1%
Project Contingency	-	-	-	-	2.50	2.50	5.3%
Subtotal	0.01	11.75	23.32	8.85	3.07	47.00	100.0%
Total Project Costs:	0.01	11.75	23.32	8.85	3.07	47.00	100%
Sources of Funds							
Local/Federal Sources	0.01	11.95	18.04	15.80	1.20	47.00	100%
TOTAL:	0.01	11.95	18.04	15.80	1.20	47.00	100%

*Sources of funds are subject to change. Assumes Contractor Substantial Completion May 2022 and Metro Revenue Service October 2022.

**FY23-FY25 is projected.



Metro

Board Report File #2022-0337

Subject: Crenshaw/LAX Closeout Project

Amend LOP Budget by \$17M from \$30M to \$47M

Capital Project CP869512	\$30M Original LOP Jul-20	\$30M Adjusted LOP Current	\$17M LOP Increase Jun-22	\$47M Revised LOP Jun-22	Expended thru 4/30/2022	\$47M Cost To-Go thru 4/30/2022
June 2022 LOP Increase					-	
Construction	15,000,000	10,000,000	3,000,000	13,000,000	-	13,000,000
Prof Services	2,700,000	8,138,896	1,000,000	9,138,896	1,142,950	7,995,946
Legal/Claim Services	7,200,000	11,361,105	12,000,000	23,361,105	6,553,280	16,807,825
Project Contingency	5,100,000	500,000	1,000,000	1,500,000	-	1,500,000
Total :	30,000,000	30,000,000	17,000,000	47,000,000	7,696,230	39,303,770



Board Report

File #: 2022-0296, File Type: Project

Agenda Number: 5.

CONSTRUCTION COMMITTEE JUNE 16, 2022

SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING an increase in total authorized funding for Contract No. AE47810E0128 with SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the amount of \$28,850,000 increasing the total contract authorized funding from a not-to-exceed amount of \$66,432,000 to a not-to-exceed amount of \$95,282,000 through Fiscal Year 2024; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

ISSUE

In April 2018, the Board approved awarding a seven-year cost reimbursable fixed fee, Task Order (TO) based Contract No. AE47810E0128, plus three one-year options, to SECOTrans, a Joint Venture for Systems Engineering and Support Services (SESS) consultant. Board approval included the staff request to return to the Board on a biennial basis as projects progressed and new project requirements were identified to update contract expenditure authorization. Previous Board actions provided total authorization of \$66,432,000, of which \$15,000,000 was included to support the future Rail Operations Center and Bus Operations Center (ROC/BOC) Project. Additionally, due to the ongoing requirements of the agency's Measure M and R programs, staff is seeking an additional \$28,850,000 in total contract authority. Board approval of the staff recommendation will increase contract value by \$28,850,000 to a new NTE amount of \$95,282,000 through Fiscal Year 2023-2024 (FY24).

Staff will continue to return to the Board on a biennial basis to request any additional contract authorization as conditions, program, and project requirements warrant.

BACKGROUND

To date, staff has awarded TO's and Contract Modifications (MODS) totaling \$50,046,117 with \$16,385,883 in authorized funding remaining. The SESS Consultant has exceeded their DBE commitment by 12.73% percent based on the TOs executed to date. Examples of projects supported by this contract include Metro Operational Simulation Analyses (Washington/Flower junction delays, LRT network recovery analyses, street running delay reduction strategies for A & E lines), Metro G (Orange) Line BRT Improvements, Westside D (Purple) Line 1/2/3, Metro A (Blue) Line Upgrades, East San Fernando Valley Light Rail Transit, Eastside Phase 2 and West Santa Ana Branch Transit. Attachment C includes a complete listing of the TO's and MODS executed since the beginning of the SESS contract. As indicated during initial approval, staff is now seeking an additional two-year funding authorization to support Systems Engineering, Measure R, and Measure M projects.

DISCUSSION

With the approval of Measure M, the ongoing implementation of the Measure R program required State of Good Repair initiatives, and the Board's desire to accelerate eligible projects before the 2028 Olympics, staff has engaged a SESS to provide a broad range of systems engineering design and related support services to supplement current Systems Engineering Department resources. Metro's capital program is over \$23 billion and requires extensive resources with the ability to react quickly to a wide range of complex technical issues. With a strong core staff located in Los Angeles, the SESS can apply and withdraw resources as project workloads fluctuate over time. The SESS has the extensive experience and capability to support the complete project lifecycle, from the conceptual phase to final design and construction.

Due to the intensive system integration requirements and length of time needed to deliver major capital improvement projects, this contract has allowed Metro to efficiently and effectively augment Program Management staff where appropriate to ensure the proper project resources are available to Metro in terms of additional staff and technical expertise.

The SESS provides a single systems engineering team and associated sub-specialties with the necessary resources to assist in the planning, development, and delivery of Metro's aggressive schedule of projects for the next decade. Examples of systems engineering disciplines include traction electrification, overhead contact systems (OCS), train control, communications, supervisory control and data acquisition (SCADA), rail simulations, corrosion control, systemwide electrical and other specialized disciplines.

Other Considerations

The challenge presented by the simultaneous implementation of numerous projects is to ensure the integration and standardization of the systems elements within and across the current Metro system. Consistent development and design are necessary to ensure that the required integration is achieved with respect to civil and electrical infrastructure, vehicles, control systems, communications, operations, maintenance, security, training, etc.

Prior to the procurement of the SESS, each project would use a different consultant for this work,

resulting in inconsistent applications. This approach was no longer feasible or advisable with the large volume of projects now underway. With a single SESS design team on staff, the standardization of design, construction and functionality of systems elements will keep Metro's long-term interest in system interoperability, maintainability and safety at the forefront. A fully-integrated network requires consistency of systems design and not a collection of potentially incompatible independent designs arising from separate projects. This approach has been implemented successfully in other transit agencies nationwide and the benefits of full systems standardization include:

- Interoperability and efficient maintainability
- Improved commercial viability
- Reduced spares requirements
- Reduced training requirements
- Flexibility to adapt to changing circumstances

In addition to the projects listed above and in Attachment C, staff expects the SESS to provide systems engineering services for current and future rail and bus transit projects and other capital improvement projects, including, but not limited to, the following:

- East San Fernando Valley Transit Corridor
- L (Gold) Line Eastside Phase 2 Extension
- C (Green) Line South Bay Rail Extension
- West Santa Ana Transit Corridor
- Sepulveda Pass Transit Corridor
- Vermont Transit Corridor
- G (Orange) Line BRT Improvements
- Westside D (Purple) Line Extension Section 1/2/3

DETERMINATION OF SAFETY IMPACT

A consistent systems design process has a positive safety benefit during the construction and subsequent operations of Metro's Bus and Rail transit network.

FINANCIAL IMPACT

The requested not-to-exceed contract funding is based on the anticipated level of services that will be required through FY24. Funding for the individual TOs is included in the Board approved life-of-project (LOP) budgets; therefore, this work is within the various project budgets.

Since this is a multi-year contract, project managers, cost managers, and the Chief Program Management Officer will be responsible for budgeting costs in future years.

Impact to Budget

Funding for TOs issued under this contract is provided by the specific project(s) requiring those services, as well as project studies, other general system engineering issues, and small-scale analyses. The current funds allocated to this effort consist of federal, state, and local sources, including Measure R and Measure M. Using these funding sources maximizes the project funding parameters allowed by approved provisions and guidelines. Alternative funding sources will be applied as additional revenue funding opportunities become available.

EQUITY PLATFORM

The Systems Engineering and Support Services funds Conceptual Engineering, Preliminary Design and Specifications, Final Design, including Design Services During Construction of Transit Rail and Bus Projects for various Metro projects including West Santa Ana Branch, East San Fernando Valley transit projects and other Metro Transit projects throughout the County of Los Angeles. These services are essential for the support and on-time delivery of Metro projects across the greater Los Angeles area. All services supported by this contract are centered on avoiding project delays and promoting cost-saving measures to effectively deliver the projects with minimal impacts on the communities and provide benefits of enhanced mobility and regional access to underserved populations within the respective project areas.

SECOTrans Joint Venture made a 15% DBE overall commitment for this contract and based on payments reported, is exceeding its commitment by 12.73% with a total DBE participation of 27.73%.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Systems Engineering Support Services contract supports the following strategic goals. Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Through this contract, the systems engineering consultant team will continue to implement innovative and state of the art engineering solutions to provide efficient mobility options throughout the LA County area. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The contract ensures the timely delivery and implementation of systems that provide essential communications, security, comfort, and reliability to all users. These factors are important areas of concern identified by Metro management and annual customer surveys. Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. With a regular 2-year authorization update to the Board, Metro staff will offer transparency and accountability of Systems related work involved in the Measure M program and other major capital projects.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through an RFP, choose to authorize an alternative amount or approve an alternative term of financial authorization. Staff does not recommend these alternatives. The use of a qualified SESS consultant has allowed the agency to secure highly technical expertise without the necessary increase in Metro's long-term labor costs. Further, by providing for an extended term contract, the Board has afforded staff the resources that seek to provide an integrated and consistent network design that

serves Metro's interests. Finally, by limiting the funding authorization to two years, greater accuracy of project scope and cost requirements are provided to the Board on a biennial basis.

NEXT STEPS

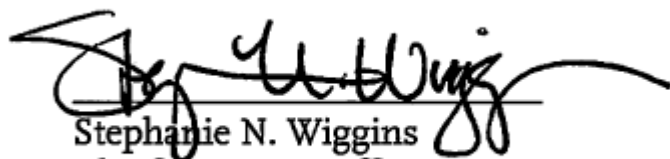
Upon Board approval, specific task orders will be issued on an as-needed basis.

ATTACHMENTS

Attachment A: Procurement Summary
Attachment B: Proposed Task Order Work List
Attachment C: DEOD Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128

1.	Contract Number: AE47810E0128		
2.	Contractor: SECOTrans (Joint Venture of LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc.).		
3.	Mod. Work Description: Increase the Contract not-to-exceed funding amount.		
4.	Work Description: Systems Engineering Support Services		
5.	The following data is current as of: May 6, 2022		
6.	Contract Completion Status:		Financial Status:
	Award Date:	April 26 2018	Board Approved NTE Amount: \$66,432,000
	Notice to Proceed (NTP):	June 14, 2018	Total Contract Modification Authority (CMA): N/A
	Original Completion Date:	June 14, 2025	Value of Task Orders and Mods. Issued to Date: \$50,046,117
	Current Est. Complete Date:	June 14, 2025	Remaining Board Approved Amount: \$16,385,883
7.	Contract Administrator: Diana Sogomonyan		Telephone Number: (213) 922-7243
8.	Project Manager: Ron Tien		Telephone Number: ((213) 418-3445

A. Contract Action Summary

On April 26, 2018, the Board of Directors approved award of Contract No. AE47810E0128 Systems Engineering and Support Services to SECOTrans (Joint Venture), in the amount not-to-exceed (NTE) \$28,932,000, to supplement Metro's Engineering Department resources in providing engineering services for projects in varying stages of conceptual design, preliminary engineering, final design, bidding for construction, and design support during construction (DSDC), including the following: program management, quality, and computer aided design and drafting (CADD); design services concerning train control, communications systems, traction power, and overhead catenary systems (OCS); operational runtime simulation and modeling, corrosion control, system integration, facilities and system-wide electrical, facilities mechanical, facilities plumbing, and facilities fire protection. The Period of Performance for the Contract is seven (7) years from NTP plus three (3) one-year options to be exercised at Metro's sole discretion.

Twenty-seven (27) Task Orders and Eighty-four (84) Task Order Modifications have been executed to date. Furthermore, six (6) Administrative Contract Modifications for zero dollars have also been executed to date. Two (2) Task Orders have been closed out where scope of work has been completed and/or level of effort is no longer needed. Additional level of effort and cost may not be incurred under the closed-out Task Orders and their associated Task Order Modifications.

Since this is a multi-year contract, the Chief Program Management Officer and the Project Managers are responsible for budgeting costs in future years, including the exercise of any options.

Consequently, funding for the award of the Supplemental Engineering and Support Services Contract was initially requested for the first two years and must be requested every two years subsequent to that for future work, contingent upon an updated annual work program and schedule.

On February 27, 2020, the Board of Directors authorized the Chief Executive Officer to award a Task Order (TO No. E0128-TO-016) under the subject contract to SECOTrans (Joint Venture) for the preliminary engineering design of the Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services, in the NTE amount of \$15,000,000, increasing the previous Board approved NTE amount from \$28,932,000 to NTE \$43,932,000 for Contract No. AE47810E0128.

On May 28, 2020, the Board of Directors further authorized \$22,500,000 for Fiscal Year (FY) 2021, increasing the NTE amount of \$43,932,000 to \$66,432,000.

For FY23 –FY24 period, the estimated NTE amount of \$28,850,000 will be required. Upon approval, the revised Contract NTE funding will be \$95,282,000.

The total contract amount will be the aggregate value of all task orders issued to the SESS Consultant through the term of the contract.

Contract No. AE47810E0128 is a cost plus fixed fee (CPFF) Contract.

B. Cost/Price Analysis

The negotiated cost and fixed fee or lump sum price for future Task Orders will be determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations, before issuing the task order authorizing the work to the SESS Consultant. Task Orders will be processed in accordance with Metro’s Acquisition Policy and Procedures. A cost analysis will be performed for each Task Order, considering the Independent Cost Estimate, technical analysis utilizing labor, and indirect cost rates established in the contract.

The Systems Engineering Services estimated level of effort for the additional NTE amount of \$28,850,000 was developed using the current master schedule, construction estimates, and completed work to date from the Program Management Project Controls Department. An estimated level of effort cost was determined for each project using past project costs, systems to civil project percentages along with historical rates. Depending on the type of transit project and the complexity, the percentages were derived from the overall construction costs to determine the systems construction and engineering costs. Systems engineering level of effort costs were distributed across each fiscal year according to the master schedule.

	Cost Schedule Proposals	Estimate Level of Effort NTE Amount	Recommended NTE Amount
FY 2023	Not Required ⁽¹⁾	\$14,050,000 ⁽²⁾	\$14,050,000 ⁽³⁾
FY 2024	Not Required ⁽¹⁾	\$14,800,000 ⁽²⁾	\$14,800,000 ⁽³⁾

TOTAL	Not Required	\$28,850,000	\$28,850,000
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- (1) A Cost Schedule Proposal amount was not required. This is a Cost Plus Fixed Fee (CPFF) Task Order Contract with no definable level of effort for the Scope of Work. Hourly labor rates, overhead and fee were negotiated for the contract and determined to be fair and reasonable. Individual future Scopes of Work will be issued on a Task Order basis and executed separately as the work is defined.
- (2) FY23 NTE amount identified by the estimated level of effort NTE for the period starting from July 1, 2022, thru June 30, 2023. FY24 NTE amount identified by the estimate level of effort NTE for the period starting from July 1, 2023, thru June 30, 2024.
- (3) The recommended NTE amount \$14,050,000 and \$14,800,000 (amounts are rounded) is for FY23 –FY24 period (year five and six of the contract base period), respectively. Future work will be funded according to an Annual Work Program, on a two-year basis. The total contract amount will be the aggregate value of all task orders issued to the SESS Consultant through the term of the contract.

ATTACHMENT B

PROPOSED TASK ORDER WORK

SYSTEMS ENGINEERING SUPPORT SERVICES / CONTRACT NO. AE47810E0128

Mod./Task Order (TO) No.	Description	Status (Approved or Pending)	Date	Task Order Issued Including Mods	Adjustments Pending TO Close-Out¹	TO Mods in Approval (Current FY)²
N/A	Initial Authorized NTE Funding \$28,932,000	Approved	4/26/18	---	---	---
E0128-TO-016	Board of Directors Authorized NTE \$15,000,000 for TO-016 ROC/BOC	Approved	2/27/20	---	---	---
N/A	Board of Directors Authorized NTE \$22,500,000 for FY 2021	Approved	5/28/20	---	---	---
Approved Task Orders and Task Order Modifications						
E0128-TO-001	Systems Engineering Support for Crenshaw Project	Approved	7/9/18	\$12,750,453.40	\$(31,227)	---
E0128-TO-002	Program-wide System Engineering Support Services for Systems Engineering Group	Approved	7/27/18	\$5,378,505.43	\$(42,512.65)	---
E0128-TO-003	Overhead Contact Systems (OCS) Support for Maintenance of Wayside Engineering	Approved	9/11/18	\$309,751.25	\$(69,847.00)	---
E0128-TO-004	System-wide Electrical Support for Rail and Bus Projects	Approved	9/11/18	\$145,244.00	\$(11,261.00)	---

E0128-TO-005	Crenshaw Project Design Services During Construction	Approved	9/12/18	\$161,992.00	\$(95,532.00)	---
E0128-TO-006	Rail Systems Engineering Support for New Blue	Approved	10/3/18	\$4,363,632.71	---	---
E0128-TO-007	West Santa Ana Branch Systems Support	Approved	10/1/18	\$120,666.74	\$(41,121.00)	---
E0128-TO-008	System-wide Operations and Maintenance Plan	Approved	10/10/18	\$798,543.25	\$(77,672.00)	---
E0128-TO-009	Division 20 Portal Widening Turnback Project Systems Engineering Support	Approved	10/30/18	\$5,206,424.35	\$(40,017.00)	---
E0128-TO-010	West Santa Ana Branch (WSAB) Project Conceptual Engineering	Approved	11/16/18	\$2,889,788.57	---	---
E0128-TO-011	East San Fernando Valley (ESFV) Conceptual Engineering	Approved	12/3/18	\$6,454,397.55	\$(58,686)	---
E0128-TO-012	Metro Blue Line Track and OCS Refurbishment	Approved	3/21/19	\$1,545,041.54	\$(16,196.22)	---
E0128-TO-013	Metro Systems Support for Green Line/Crenshaw Operations	Approved	4/10/19	\$262,675.00	\$(13,605.14)	---
E0128-TO-014	Metro Red/Purple Line and Regional Connector Operational Simulation Support	Approved	4/25/19	\$770,059.00	\$(15,763.15)	---
E0128-TO-015	Airport Metro Connector Engineering Support	Approved	9/12/19	\$1,259,804.00	---	---

E0128-TO-016	Rail Operations Center (ROC) / Bus Operations Center (BOC) Architectural and Engineering Systems Design Services	Approved	4/9/20	\$46,957.87	---	---
E0128-TO-017	Centinela Grade Separation Conceptual Engineering	Approved	11/4/19	\$1,671,189.00	---	---
E0128-TO-018	Metro Gold Line Foothills 2B Extension Systems Engineering Support	Approved	4/16/20	\$545,479.00	---	---
E0128-TO-019	Metro Gold Line Eastside Phase 2 Conceptual Engineering	Approved	4/24/20	\$427,963.00	---	---
E0128-TO-021	Systems Engineering DSDC Support for Purple Line Extension Sec. 1	Approved	1/29/20	\$1,869,152.00	---	---
E0128-TO-022	Systems Engineering DSDC Support for Regional Connector Project	Approved	4/24/20	\$1,391,886.00	---	---
E0128-TO-023	Metro C Line (Formerly Green Line) Extension to Torrance Conceptual Engineering	Approved	12/08/20	\$325,586.00	---	---
E0128-TO-024	Purple Line Extension Section 3 Systems Engineering Support Services	Approved	12/29/20	\$524,716.00	---	---

E0128-TO-025	Systems Engineering Design Services During Construction Support for Metro Center Project - FY21 Level of Effort	Approved	3/18/21	\$244,387.00	---	\$87,405
E0128-TO-026	Purple Line Extension Section 2 Systems Engineering Support Services	Approved	9/17/21	\$375,249.00	---	---
E0128-TO-027	Metro G Line (formerly Orange Line) Systems Engineering Support	Approved	7/20/21	\$206,573.00	---	---
Approved Contract Modifications						
EO128-00-MOD-00001	Update to Advanced Cost Agreement (LTK, DE, GF and IC)	Approved	9/6/18	\$0.00	---	---
EO128-00-MOD-00002	Updates to Advanced Cost Agreement (Home Office Rates 2019: Atkins, FN, GF, IEI, ICI, RCS)	Approved	12/14/18	\$0.00	---	---
EO128-00-MOD-00003	Revise Spec. Section CP-04 Payment & Invoicing Part C.1 - Invoicing	Approved	1/11/19	\$0.00	---	---
EO128-00-MOD-00004	Direct Hourly Labor Rates Adjusted for 2019	Approved	2/6/19	\$0.00	---	---
EO128-00-MOD-00005	Updates to Contract: Form of Contract, ACA Rates, Add/Delete Subconsultants and	Approved	4/20/21	\$0.00	---	---

	Corrections					
EO128-00-MOD-00006	Updates to Contract: Form of Contract, ACA Rates, New Positions and Delete Subconsultant FNC	Approved	3/14/22	\$0.00	---	---
	Subtotal Approved TOs and Contract Mods			\$50,046,116.65		
Pending Task Orders and Task Order Mods						
TBD	Future Anticipated Task Orders for FY22	Pending	TBD	---	---	\$1,899,323.35
TBD	Future Anticipated Task Orders for FY23 and FY24	Pending	TBD	---	---	\$28,850,000
	Subtotal Pending TOs and TO Mods					\$30,749,323.35
	Task Orders Approved	---	---	\$50,046,116.65	---	---
	Adjustments Pending TO Close-Out	---	---	---	(\$513,440)	
	Pending TOs and TO Mods	---	---	---	---	\$30,749,323.35
	Future Anticipated Task Orders for FY23 and FY24	---	---	---	---	\$28,850,000
	Total Contract NTE Amount Plus Funding Needed for Future Anticipated Task Orders for FY23 and FY24	---	---	---	---	\$95,282,000

NOTES:

¹ Task Orders and Task Order Modifications will be closed-out and unused Not-To-Exceed (NTE) authorized amount will be credited back to the Project. The Authorized NTE for the Task Order will be adjusted to actuals expended.

² Task Orders and Task Order Modifications with Cost Schedule Price (CSP) received and pending approval for FY 2022.

BOARD ACTIONS	
Board Approved Funding – Current Contract Value	\$66,432,000.00
This Board Action	\$28,850,000
New Contract Value	\$95,282,000

DEOD SUMMARY

SYSTEMS ENGINEERING SUPPORT SERVICES/AE47810E0128

A. Small Business Participation

SECOTrans, a Joint Venture of LTK Engineering Services and three (3) DBE Joint Venture (JV) partners, NBA Engineering, Inc., Pacific Railway Enterprises, Inc., and Ramos Consulting Services, Inc. made a 15% DBE overall commitment for this contract. The overall DBE participation is based on the cumulative value of all task orders issued.

To date, twenty-six (26) task orders have been awarded. Based on payments reported, the contract is 78% complete and the cumulative DBE participation of all task orders awarded is 27.73%. SECOTrans is exceeding their DBE commitment by 12.73%.

SECOTrans acknowledges that four (4) DBE firms listed on the team have not been utilized and contends that task orders issued to-date have not contained the scope of work to be provided by those DBE firms. SECOTrans remains committed to utilize all the DBE firms listed on the team, as Metro issues new task orders that include their scopes of work.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that SECOTrans (JV) remains on schedule to meet or exceed its DBE commitment.

Small Business Commitment	15% DBE	Small Business Participation	27.73% DBE
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	DBE Contractors	Ethnicity	Current Participation
1.	NBA Engineering, Inc. (JV Partner / DBE Prime)	Caucasian Female	5.17%
2.	Pacific Railway Enterprises, Inc. (JV Partner / DBE Prime)	Caucasian Female	1.42%
3.	Ramos Consulting Services (JV Partner / DBE Prime)	Hispanic American	8.70%
4.	Arakelyan Drafting Services, Inc.	Caucasian Female	0.00%
5.	Destination Enterprises, Inc.	Caucasian Female	3.57%
6.	Enabled Enterprises LLC	Asian-Pacific American	0.00%
7.	Fariba Nation Consulting (Substituted)	Caucasian Female	0.80%
8.	Intueor Consulting, Inc.	Subcontinent Asian American	2.68%

9.	PK Electrical Inc.	Caucasian Female	0.00%
10.	ROMAR7 LLC	Asian-Pacific American	0.00%
11.	Triunity Engineering and Management, Inc.	Black American	5.39%
12.	Birdi Systems, Inc.	Subcontinent Asian American	0.00%
Total Participation			27.73%

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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.



Board Report

File #: 2022-0304, File Type: Contract

Agenda Number: 7.

EXECUTIVE MANAGEMENT COMMITTEE JUNE 16, 2022

SUBJECT: MYSTERY RIDER PROGRAM (ADA/LEP)

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a five-year firm-fixed unit rate Contract No. PS43587000 with Mobility Advancement Group to provide mystery rider observations for an amount not-to-exceed \$835,992 for the three-year base term, \$306,984 for the first option year, and \$322,332 for the second option year, for a total not-to-exceed amount of \$1,465,308, effective August 1, 2022, subject to resolution of protest(s), if any.

ISSUE

The current Mystery Rider Program (MRP) contract, executed in July 2017, will expire on July 31, 2022. MRP monitors and reports on the effectiveness of Metro's fixed-route bus services and all of Metro's contracted bus services (operated by outside bus contractors) in their adherence to Americans with Disabilities Act (ADA) requirements, accessibility, Title VI of the Civil Rights Act of 1964 (Title VI), Executive Order 13166 (Limited English Proficiency), and related operating policies and procedures. In addition, Metro must ensure that its many subrecipients of federal funding are in compliance with the ADA, Title VI, and Executive Order 13166.

BACKGROUND

On August 4, 2011, Metro agreed to a Settlement Order as a result of a lawsuit filed by wheelchair patron Cathy Gaddy and five other wheelchair plaintiffs, who alleged that Metro failed to meet the requirements of the American with Disabilities Act. The Gaddy Settlement Order included provisions that significantly improved Metro's compliance with the ADA, including the implementation of an enhanced Mystery Rider Program to monitor ADA compliance and identify areas for improvement.

The topics observed through MRP include wheelchair boardings and pass-ups, compliance with procedures for wheelchair securement, proper wheelchair securement, the offering of lap and shoulder belts, and treatment of customers with disabilities.

The Mystery Rider Program also monitors several other areas related to accessibility, LEP, safety,

and customer service.

The terms of the Settlement Order were scheduled to end in 2016, however, in March 2015, the Board approved the continuation of the settlement terms to ensure that Metro continues to fulfill the intent of the Gaddy Settlement Order and maintains a high level of service for people with disabilities.

DISCUSSION

The purpose of the Mystery Rider Program (MRP) is to monitor, test and report on Metro fixed route bus services, (including Metro's contracted bus services) for compliance with the requirements of the ADA, Title VI of the Civil Rights Act of 1964 and additional accessibility-related codes, policies, and procedures. Metro is also required to ensure subrecipients of federal funding distributed by Metro are compliant with required regulations and policies.

Accessibility / ADA MRP Observations

On a quarterly basis, Metro requires up to 600 observations of Metro bus services, 120 observations of contracted bus services, and 30 of Metro Micro's services for ADA and accessibility compliance. Metro utilizes quarterly observations to analyze statistical data, track trends and patterns, identify deficiencies, and generate reports.

In addition to these observations, up to 120 "special rides" (not to exceed 60 Metro special rides and 60 subrecipient special rides) will be required of the Mystery Rider contractor each quarter. Special rides are as-needed observations of Metro's bus and Metro Micro services, and services Metro Subrecipients providing fixed route transit services.

Limited English Proficiency (LEP) Observations

To ensure that Metro and its subrecipients are in compliance with the Limited English Proficiency (LEP) Policy under Title VI of the Civil Rights Act of 1964 and Executive Order 13166, Metro requires up to 120 quarterly in-person and phone contact observations of Metro employees through its system. The observations and contacts monitor and evaluate the compliance of Metro employees who have contact with the public with the Language Assistance Program of Metro as mandated by Title VI and Executive Order 13166. This will include evaluating Metro's bus services, contracted bus services and other frontline employees having direct contact with customers including call center personnel.

In addition to these observations and contacts made of Metro employees and services, up to an additional 90 in-person observations and 30 telephone contacts of Metro's subrecipients will be required of the Contractor each quarter.

DETERMINATION OF SAFETY IMPACT

MRP will help ensure that customers with disabilities and other needs will receive the safest and most accessible service from Metro, its contracted lines, and its subrecipients. MRP will use the data gathered from the accessibility and ADA observations to address potential accessibility-related maintenance and operations issues and will help in improving safety for customers who ride the system.

FINANCIAL IMPACT

Funding of \$259,382 for this service is included in the FY23 budget in Cost Center 2413, Office of Civil Rights, Racial Equity, and Inclusion, under project number 100002, and project name Mystery Rider Program.

Since this is a multi-year contract/project, the Cost Center Manager and deputy chief Civil Rights Programs will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds is Prop A, Prop C and TDA Administration, which is not eligible for bus and rail operating and capital uses.

EQUITY PLATFORM

The solicitation was open to Metro certified small businesses. The recommended firm is a Metro certified small business firm. The recommended firm made a 100% SBE commitment and is meeting the Small Business Prime Set-Aside requirement established for this project. The MRP specifically monitors service delivery to marginalized groups such as customers with disabilities, customers with LEP, low-income riders, and older adults. The contract requirements enable Metro to go above and beyond to ensure that not only federal requirements are being met, but that Metro is identifying areas of improvement for vulnerable and marginalized riders. There are no negative equity impacts as a result of the proposed action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals #2 (Deliver outstanding trip experiences for all users of the transportation system) and #3 (Enhance communities and lives through mobility and access to opportunity). The Mystery Rider Program will ensure that Metro is providing the highest level of service for vulnerable populations, particularly for customers with disabilities, older adults, and those with limited English proficiency.

ALTERNATIVES CONSIDERED

One alternative is to reduce the scope of work to encompass mystery rides for solely Metro's fixed route system; however, this alternative is not recommended as Metro's contracted lines and subrecipients are also required to adhere to the Americans with Disabilities Act and Title VI of the Civil Rights Act of 1964. ADA regulations and California state law guarantee the civil rights of people with disabilities to receive equal access to all public transportation services. These laws require that transit services and vehicles be readily accessible to, and usable by, people with a wide range of disabilities and who may use aids such as wheelchairs, attendants, service animals, and respirators or portable oxygen supplies. The Mystery Rider Program is a vital tool in monitoring the adherence to the aforementioned statutes; improving Metro's services, contracted services, and subrecipients; and ensuring compliance with federal regulations.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS43587000 with Mobility Advancement Group to provide mystery rider observations effective August 1, 2022.

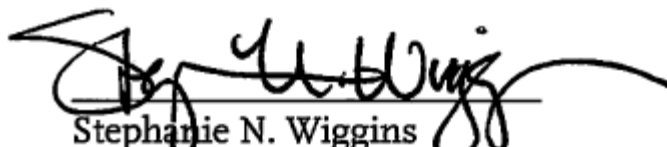
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Paula Guevara, Sr. Manager, Accessibility, (213) 922-7495
Benjamin Alcazar, Director of Accessibility, (213) 922-2634

Reviewed by: Teyanna Williams, Interim Deputy Chief Civil Rights Officer, (213) 922-5580
Nicole Englund, Chief of Staff, (213) 922-7599
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

MYSTERY RIDER PROGRAM (ADA/LEP)/PS43587000

1.	Contract Number: PS43587000	
2.	Recommended Vendor: Mobility Advancement Group	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 17, 2022	
	B. Advertised/Publicized: February 18, 2022	
	C. Pre-Proposal Conference: February 24, 2022	
	D. Proposals Due: March 23, 2022	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: March 24, 2022	
	G. Protest Period End Date: June 20, 2022	
5.	Solicitations Picked up/Downloaded: 14	Bids/Proposals Received: 1
6.	Contract Administrator: Steven Dominguez	Telephone Number: (213) 418-3158
7.	Project Manager: Paula Guevara	Telephone Number: (213) 922-7495

A. Procurement Background

This Board Action is to approve the award of Contract No. PS43587000 to Mobility Advancement Group to provide mystery rider observations. Board approval of contract award is subject to resolution of all properly submitted protest(s).

On February 17, 2022, Request for Proposals (RFP) No. PS43587 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is a firm-fixed unit rate. The RFP was open only to Metro Certified Small Business firms.

No amendments were issued during the solicitation phase of this RFP.

The solicitation was available for download from Metro's website. Advertisements were placed in the Los Angeles Daily News, LA Sentinel, Chinese Daily News, and La Opinion to notify potential proposers of this solicitation. Metro also notified potential proposers on Metro's vendor database based on applicable North American Industry Classification System (NAICS) codes.

A pre-proposal conference was held on February 24, 2022 and was attended by three (3) participants representing two (2) firms.

Fourteen (14) firms downloaded the RFP and were included on Metro's planholders' list. There were seven (7) questions received and responses were provided prior to the proposal due date. Only one (1) proposal was received on March 23, 2022.

Since only one proposal was received, Metro staff canvassed all firms on the planholders' list to determine why no other bids were received. Of the 14 firms canvassed, only two (2) firms responded. The following is a summary of the market survey:

1. Potential proposer is not a Metro certified SBE firm and is not able to commit resources for the contract.
2. Potential proposer indicated that it is currently experiencing challenges to find and maintain qualified personnel to perform the work and has some safety concerns regarding public transit.

The planholders' list includes seven (7) Metro certified SBE firms and seven (7) firms that provide services that are unrelated to the requested services.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from Transportation Operations and Civil Rights Programs Departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria stated in the RFP:

Phase I Evaluation – Minimum Qualification Review: This is a pass/fail criteria. The criteria focused on the proposer's experience in implementing and managing Mystery Rider programs for publicly funded bus and/or rail services.

The PET determined that the proposal received met all minimum qualification requirements and proceeded with Phase II- Technical Evaluation based on the following criteria and weights:

- | | |
|--|------------|
| • Qualification and Experience of the Firm/Team | 20 percent |
| • Qualifications and Experience of Key Personnel | 20 percent |
| • Understanding of Work Requirements | 40 Percent |
| • Price | 20 Percent |

The evaluation criteria are appropriate and consistent with criteria developed for similar services. Several factors were considered in developing these weights, giving the greatest importance to the understanding of work requirements.

Evaluations were conducted from March 24, 2022, through April 21, 2022. After the evaluation, the PET determined that the technical proposal received from Mobility Advancement Group addressed the RFP requirements and that its personnel are qualified and experienced to perform the required services. Based on a thorough

evaluation of the proposal, the PET determined Mobility Advancement Group to be technically qualified to perform the work.

The following is a summary of the PET scores:

	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
	Mobility Advancement Group				
1	Qualification and Experience of the Firm/Team	86.70	20.00%	17.34	
2	Qualifications and Experience of Key Personnel	86.65	20.00%	17.33	
3	Understanding of Work Requirements	88.33	40.00%	35.33	
4	Price	100.00	20.00%	20.00	
5	Total		100.00%	90.00	1

C. Cost/Price Analysis

The recommended price is based on fully burdened rates that have been determined to be fair and reasonable based on the independent cost estimate (ICE), price analysis, and technical evaluation. Proposed rates considered recent changes in the cost of labor for businesses and are consistent with the current Employment Cost Index for private industry workers under the service occupation group.

	Proposer Name	Proposal Amount	Metro ICE	Award Amount
1	Mobility Advancement Group	\$1,465,308	\$1,377,096	\$1,465,308

D. Background on Recommended Contractor

The recommended firm, Mobility Advancement Group (Mobility), located in Altadena, CA, has been providing transportation and transit consulting and administrative services since 1996. Other services provided include Operations Planning, Financial Planning, Transit Management, and Grants Management. Public sector clients include transit agencies in Southern California such as the Los Angeles Department of Transportation (LADOT), Norwalk Transit, Palos Verdes Peninsula Transit Authority, and the Los Angeles County Metropolitan Transportation Authority.

Mobility is a Metro-certified small business firm. It has been providing Mystery Rider observations to Metro since 2017 and its performance has been satisfactory.

Mobility's subcontractor, Temps, Inc. is a Metro certified small business enterprise and has worked with Mobility in providing temporary workers for transit consulting projects for almost 20 years.

The proposed project manager has more than 25 years of experience overseeing transit consulting projects. He is the project manager of the current contract.

DEOD SUMMARY

MYSTERY RIDER PROGRAM (ADA/LEP) / PS43587000

A. Small Business Participation

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**.

Mobility Advancement Group, an SBE Prime, is performing 30% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Mobility Advancement Group (Prime)	30%
2.	Temps, Inc. (Subcontractor)	70%
Total Commitment		100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0399, File Type: Program

Agenda Number: 39.

EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2022

SUBJECT: METRO TRANSIT AMBASSADOR PILOT PROGRAM SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and award firm fixed unit rate contracts to Strive Well-Being Inc. (Contract No. PS88001001) and RMI International Inc. (Contract No. PS88001000) to provide a pilot Transit Ambassador Services Program, subject to the resolution of protest(s) if any. Strive Well-Being’s contract not to exceed amount is \$15,878,421 for the three-year base pilot and \$11,879,023 for the additional two, one-year options, for a total not to exceed amount of \$27,757,444. RMI International’s contract not to exceed amount is \$55,400,768 for the three-year base pilot and \$39,690,212 for the additional two, one-year options, for a total not to exceed amount of \$95,090,980. The combined total not to exceed amount for both firms over the five-year pilot is \$122,848,424; and
- B. DELEGATING authority to the Chief Executive Officer to execute any future Memoranda of Understanding (MOUs) with Los Angeles County departments and/or City of Los Angeles partners for supplementary ambassador program services to enhance the Ambassador Program during the pilot period, in an amount not-to-exceed \$20,000,000, inclusive of administrative fees and other pilot initiatives, in support of the annual investments identified for Transit Ambassador Program Services in Board Motion 26.2.

ISSUE

The primary objectives of the Transit Ambassador pilot program are to provide a visible presence, build relationships with Metro riders and Metro employees, and offer in-person support to riders geared toward improving the everyday interactions that transit customers experience. This pilot program will provide contract personnel for deployment around the system. Ambassadors will be a layer within Metro’s overall public safety ecosystem in connection with Metro’s system security, law enforcement, crisis response teams, and homeless outreach.

BACKGROUND

Maintaining a safe, clean and reliable transit system is integral to improving Metro’s customer

experience. Through the approval of Motion 26.2 (Attachment A), Motion 25.1 (Attachment B), and other directives, the Board directed staff to reimagine the agency's investments and approach to public safety on the transit system.

Metro is committed to improving the overall customer experience through improved safety measures on the transit system. One way to improve the customer experience is to provide a more visible presence of trained, easily identifiable, uniformed staff that customers can rely on. The pilot Transit Ambassador program will be a field-based team trained to play a rider-facing and welcoming role and help connect unhoused riders to resources and/or assistance.

Since 2021, Metro staff has been developing a framework for a successful transit ambassador pilot program. Staff collected direct feedback from internal and external stakeholder working groups. Staff incorporated the priorities of the Public Safety Advisory Committee (PSAC - Attachment C), solicited direct customer and employee feedback (via the 2021 Public Safety Perceptions Survey), and reviewed elements of other national ambassador programs. Staff reviewed the Bay Area Rapid Transit (BART) Transit Ambassador Program and the Southeastern Pennsylvania Transportation Authority (SEPTA) Safety, Cleaning, Ownership, Partnerships, and Engagement initiative (SCOPE) for lessons learned and has incorporated industry best-practices into Metro's program.

This initiative will provide a pilot ambassadors program for up to five years. The anticipated base pilot program period is August 1, 2022 - July 30, 2025. Ambassadors will provide additional eyes and ears on our transit system. Metro project staff will evaluate real-time data and customer feedback to refine the program as we gain experience over time. Ambassadors can directly connect to Metro's public safety system to call for the appropriate level of response from maintenance, transit security, law enforcement and/or homeless outreach.

DISCUSSION

The pilot Transit Ambassador Program will utilize contracted services of the recommended firms to develop, implement, and manage a cohesive unit of qualified and effective public-facing personnel deployed at Metro's direction throughout the transit system. Metro is aligning with firms that have demonstrated their expertise in delivering exceptional customer service and providing personnel that will meet the needs of Metro's diverse ridership and employee workforce.

Ambassadors will add a customer-friendly Metro "brand" presence on the system, and staff anticipates that the recognition will positively impact the customer experience and overall perception of safety when riding Metro. The summer 2021 Public Safety Perceptions Survey results show significant support for assistance and staff presence on the system who can help customers with disabilities (89% support more staff), assist riders experiencing homelessness (85% support more staff), and Metro Transit Ambassadors (82% support having Ambassadors on Metro).

The Ambassador Pilot Program builds off the recently signed agreement with the Los Angeles County Department of Mental Health to deploy teams of contracted personnel comprised of community members and peers to provide coverage geographically, at varying hours, to support unhoused riders, riders experiencing severe addiction and mental health crisis on the system. These crisis intervention teams are comprised of community-based mental health and peer advisors who will be

able to respond and provide on-site mental and physical health evaluations to riders on the system. This partnership will utilize support from community-based organizations to provide staffing and resources to enhance the Transit Ambassador Program.

Pairing Transit Ambassadors with Crisis Intervention Specialist (CIS) teams has proven successful in several other transit ambassador programs. Having CIS on the system reduces response times for those needing critical mental health services. On average, 30% of referrals from Law Enforcement teams require crisis intervention support. Recommendation B delegating authority to the CEO to enter into future partnerships with the Los Angeles County Department of Health Services and other County and City departments will provide flexibility to expand the ambassador program's reach as needed.

Initiating this program, evaluating its effectiveness, monitoring improvements to the customer experience and the perception of safety will be key to gauging equity impacts. Metro will directly maintain program oversight of the contractors and personnel on the system to measure program impacts on low-income riders, riders with disabilities, and unhoused riders. The personnel who will serve as Transit Ambassadors must complete a comprehensive pre-deployment training curriculum provided by Metro, which includes cultural and situational awareness, unconscious bias training, disability awareness, customer service, trauma-informed response, and other personal and public safety courses.

The project includes two selected firms to implement pilot programs at Metro facilities and on-board vehicles for three years. Metro reserves the right to execute up to two, one-year options to extend the contracts. Strive Well-Being Inc.'s (Strive) is an SBE and proposed to enlist the services of three Community Based Organizations (Union Station Homeless Services, Communities Actively Living Independently & Free, and Homeboy Industries) in its proposal. Strive demonstrated an ability to understand the importance of strong, robust community participation in the ambassador pilot program. Through its core business platform of facilities management and health and wellness management initiatives, Strive has demonstrated its experience and interaction with a general public population with a wide range of varying degrees of lived experiences. Strive proposes to utilize approximately 55 people to perform the transit ambassador services on Metro's rail system and station elevators.

RMI International Inc. (RMI), a Minority Business Enterprise, has aligned itself with WorkSource Regional Business Services and the Southeast Los Angeles County Workforce Development Board to supplement recruitment opportunities. The diversity of RMI's business portfolio between the public and private sectors demonstrates RMI's cross-section of interface with different populations. RMI has proposed to utilize approximately 244 people to perform the transit ambassador services across the entire Metro system.

Metro will solidify the ambassador deployment plans during the 60-day mobilization period. This will allow Metro staff to critically assess the program pilot stations, bus routes, locations, and coordination with Metro departments and the contractors' abilities. Staff will coordinate internally on program decisions during development, implementation, and rollout to ensure operational effectiveness. After the pilot period and program evaluation, staff will return to the Board with recommendations to

conclude the program or fund and implement a permanent Transit Ambassador program.

To evaluate the pilot program and the contractors' effectiveness, staff will conduct regular rider and employee surveys as well as directly analyze program metrics on an on-going basis. The contractors must provide comprehensive written reports and data to Metro to evaluate the program. Ambassadors and field supervisors will be required to collect and report to Metro daily, weekly, and monthly on data to support program evaluation. This data will be used to evaluate program effectiveness trends and measure improvement to the overall customer experience over time. Metrics that will be evaluated include (at the minimum):

- Number and type of customer interactions (educational, direct customer assistance, unhoused services)
- Number of calls for security or law enforcement response
- Number of calls for maintenance response
- Ambassador Program personnel recruitment/vacancy rate

This will help Metro to identify program elements requiring modification and will allow Metro to design plans that work in connection with the overall public safety response. These firms can guide Metro in assessing our deployment strategy, identifying areas for increased customer engagement, and strategizing implementation of program improvements after evaluation.

The approval of the staff recommendations will provide the services to develop and operate a pilot Transit Ambassador Program to launch in various geographic areas and station locations within the Metro bus and rail system in fall 2022.

DETERMINATION OF SAFETY IMPACT

The approval of the award(s) may positively impact the perception of public safety on the transit system. The staff recommendations will allow Metro to manage the professional services contractor (s) through the defined Statement of Work and associated contract requirements and deliverables. Staff will work with Metro's Customer Experience Department to continue to collect direct employee and rider feedback about the perception of public safety on the system before, during and after the pilot program.

Ambassadors will be a layer within Metro's overall public safety ecosystem in connection with Metro's system security, law enforcement, crisis response teams, and homeless outreach.

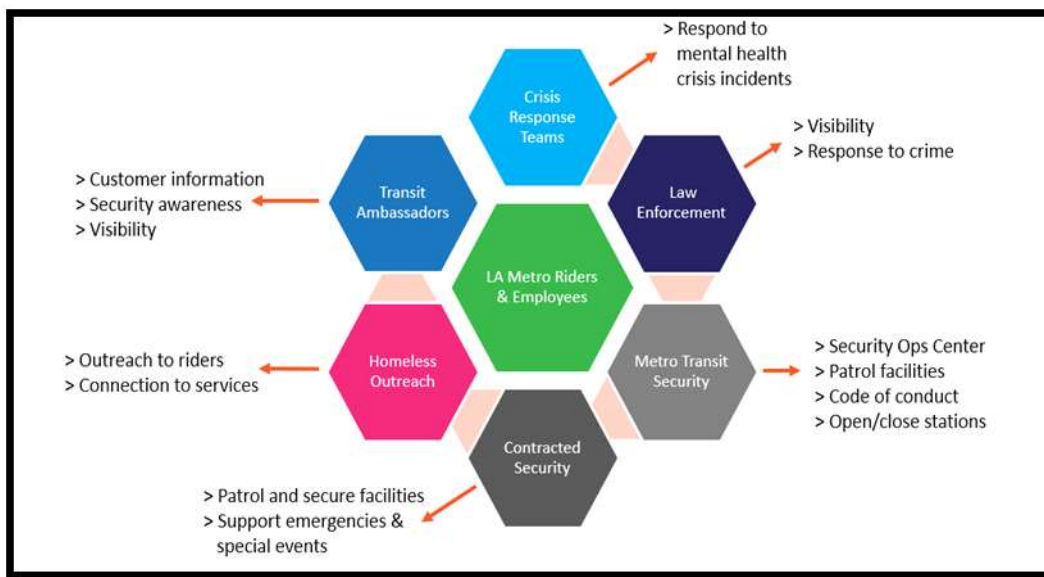


Figure 1. Metro's Public Safety Ecosystem (2022)

The Program personnel will report and observe any visible safety or maintenance issues that may create a public safety hazard, whether on board buses, trains, or within stations, including elevators. The Ambassador's role will complement the work of existing Metro staff, rather than replace their work. They will be expected to report safety hazards to the appropriate Metro maintenance or custodial staff.

FINANCIAL IMPACT

The FY23 Budget includes \$40 million under Cost Center 5420, Customer Programs and Services, Project 300040, Rail Operations Management and Admin. Upon board approval, the contract will be negotiated and executed, and services will be billed monthly at rates determined in the contract. The estimated not-to-exceed amount, inclusive of the final negotiated contract awards and future options, is \$122.8 million over the next five years. Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Chief Customer Service Officer will be responsible for budgeting the costs in future years.

Impact to Budget

The sources of funding are Enterprise Funds and sales tax revenues dedicated for rail operations, which are eligible for bus and/or rail operating expenses.

EQUITY PLATFORM

The approval of the Ambassador Program services contracts will allow Metro to develop, implement, and evaluate the effectiveness of a Transit Ambassador Program pilot. Staff will evaluate key program metrics as outlined above to ensure that Metro delivers an improved overall customer experience on the transit system through this customer-facing program on board bus and rail vehicles and at transit stations. An equity review will be completed by Metro staff before the final deployment model for the program is established to ensure that the program has staff assigned to work in high need areas, including bus stops/stations and rail stations within Equity Focus Communities. There will also be future opportunities for community engagement and program

adjustments as the program moves forward. The vision of the Ambassador Program will be for program ambassador staff to be representative of Metro and the communities we serve to better connect riders with the services and resources they need. Additionally - the bidding contractors were required to demonstrate their awareness of the Metro transit system, its cultural and geographic diversity, and the communities we serve.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposers' commitments to meet the 12 percent (12%) Small Business Enterprise (SBE) goal required in the RFP. Both Strive Well Being and RMI International's proposed commitment is deemed responsive to the requirements as they meet or exceed the 12% SBE goal.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations will support Vision 2028 Strategic Goal #2 - Deliver outstanding trip experiences for all users of the transportation system and will support the agency's implementation of 2022 Customer Experience Plan Goals - a coordinated, comprehensive Transit Ambassador program will provide customer visibility and will demonstrate to communities that Metro is investing in improving the quality of commutes via the transit system. With a successful Transit Ambassador program, Metro will have a workforce of trained, uniformed, unarmed personnel on the system to welcome back former transit riders to the system and encourage customers to choose transit as they move around LA County.

ALTERNATIVES CONSIDERED

The Board can consider not authorizing the negotiation and award of the contracts; however, this will directly impact Metro's ability to deliver a Transit Ambassador program as outlined in Board Directed Motion 26.2 investments in public safety program initiatives.

NEXT STEPS

Upon Board approval, staff will negotiate and execute firm fixed unit rate contracts to Strive Well-Being Inc. (Contract No. PS88001001) and RMI International Inc. (Contract No. PS88001000) to provide Transit Ambassador Program services. Staff will provide updates to the Board on the progress of the program.

ATTACHMENTS

Attachment A - Metro Board Motion 26.2 (March 2021)

Attachment B - Metro Board Motion 25.1 (November 2021)

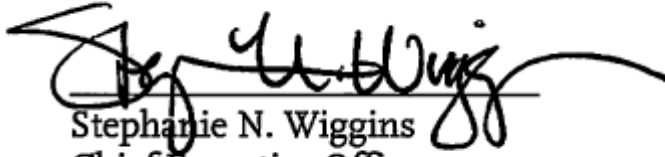
Attachment C - Public Safety Advisory Committee (PSAC) Transit Ambassadors Final Recommendations

Attachment D - Procurement Summary

Attachment E - DEOD Summary

Prepared by: Desarae Jones, Senior Director, Special Projects, Office of the CEO, (213) 922-2230

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



Stephanie N. Wiggins
Chief Executive Officer

Metro**Board Report**

File #: 2021-0190, **File Type:** Motion / Motion Response**Agenda Number:**

**REGULAR BOARD MEETING
MARCH 25, 2021****Motion by:****DIRECTORS BONIN, GARCETTI, MITCHELL, HAHN, DUPONT-WALKER, AND SOLIS**

Related to Item 26: Transit Law Enforcement Services

Investment in Alternatives to Policing

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro in response to demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement. The Board's mandate was for the agency to work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract. Metro has now established a Public Safety Advisory Committee (PSAC) to formalize this partnership. PSAC will create a space where community leaders work in partnership with Metro staff, including bus and rail operators, on the future of public safety on the Metro system.

Last month, a proposal to increase Metro's law enforcement contract by \$111 million sparked further attention to Metro's considerable spending on policing and the relative lack of investment in alternative public safety strategies. Last month's recommendation provided at least a year for PSAC to develop and finalize its recommendations. The current proposal would greatly accelerate the pace of work for the newly formed PSAC, with recommendations now due by the end of the year in order to begin implementation by January 2022.

Standing up a new model of public safety will take time, including identifying funding and beginning to staff up new initiatives. To jump-start this acceleration, the Board should proactively set aside resources now in support of PSAC's work. These early actions are consistent with and build on Metro's Customer Experience Plan and the *Understanding How Women Travel Study*. Acting now will allow Metro to build capacity for alternative approaches while ensuring a smoother transition in the future.

SUBJECT: INVESTMENT IN ALTERNATIVES TO POLICING

RECOMMENDATION

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Include in the FY22 budget at least \$40 million for the following initiatives, consistent with the Equity Platform and the Customer Experience Plan:

1. Public Safety:

- a. \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.
- b. \$1 million for elevator attendants at stations.
- c. \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations.
- d. \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system.
- e. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors.
- f. \$3 million for pilot safety strategies on board buses to be recommended by PSAC.

2. Homelessness:

- a. \$2 million for short term shelter for homeless riders.
- b. \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services.
- c. \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness.
- d. \$3 million for pilot homelessness strategies to be recommended by PSAC.

B. Establish a target to ensure the participation of LA County-based organizations and

enterprises in the above initiatives.

- C. Consult with PSAC on the program design and implementation of all of the above initiatives.

- D. Direct the OIG to audit the law enforcement services contracts and report their findings to the PSAC and the Board.



File #: 2021-0745, **File Type:** Motion / Motion Response

Agenda Number: 25.1.

REVISED
OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 18, 2021

Motion by:

DIRECTORS BONIN, MITCHELL, HAHN, SOLIS, and DUPONT-WALKER

Related to Item 25: Transit Law Enforcement Services

Commitment to Reimagining Public Safety

In the summer of 2020, the killing of George Floyd and the nationwide demonstrations for racial justice that followed sparked a national conversation about the appropriate role of police in our society and the particular threats faced by Black people and other people of color during interactions with law enforcement. Here in Los Angeles County, those demonstrations renewed attention on longstanding issues of bias and disproportionate enforcement faced by Black and brown communities. Just this month the Los Angeles Times exposed a pattern of disproportionate stops and searches of Latino and Black bike riders by the Los Angeles Sheriff's Department in unincorporated areas. Earlier coverage has documented a similar pattern for traffic stops by the Los Angeles Police Department in South Los Angeles. On Metro's own system, fare and code of conduct enforcement has also disproportionately targeted Black and Latino riders.

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro. Metro has since taken significant steps toward this reimagining, including the creation of the Public Safety Advisory Committee (PSAC) to advise the agency on an appropriate reallocation of resources and the subsequent approval in March 2021 of over \$40 million to launch alternative approaches to public safety on the Metro system.

This month, Metro staff is bringing a recommendation to the Board to extend the current police contracts in order to allow more time for PSAC to reenvision the role of law enforcement as part of an overall new approach to public safety on the Metro system. PSAC's new Mission & Values statement is a concrete first step toward this new direction, but much more needs to be done to put this new vision into practice.

While Metro staff is recommending a number of initial reforms to policing on the system to be implemented as a part of this short-term extension, the recommendation defers a decision about funding levels in FY23 to the annual budget process. In consideration of PSAC's opposition to continued reliance on law enforcement services and the Board's prior allocation of funding for

alternative approaches, the FY23 budget should begin to reflect the agency's new public safety Mission & Values by renewing financial commitments to the alternative approaches and commensurately shifting away from reliance on law enforcement.

Furthermore, Metro should accelerate the transition to PSAC's vision for a public safety approach that leads with unarmed staff presence, outreach, and services with a reduced role for law enforcement by piloting these strategies at specific locations and evaluating their effectiveness. Preliminary results from such a pilot will inform a rescoped role for law enforcement beyond the 18-month remainder of the contracts.

SUBJECT: COMMITMENT TO REIMAGINING PUBLIC SAFETY

RECOMMENDATION

APPROVE Motion by Directors Bonin, Mitchell, Hahn, Solis, and Dupont-Walker that the Board direct the Chief Executive Officer to:

- A. In February 2022, report on the status of the initiatives funded by Motion 26.2 (March 2021), including projected launch dates, program elements, input received from PSAC, and projected funding needs in FY23.
- B. During the development of the FY23 budget, ensure a continued minimum commitment of \$40 million for the public safety alternatives outlined in Motion 26.2, in addition to rolling over unspent funding from FY22.
- C. In April 2022, report to the Operations, Safety, and Customer Experience Committee with a recommended public safety budget for FY23, including proposed funding levels for police services and public safety alternatives, with consideration of the Board's directive to realign resources.
- D. Consult with PSAC throughout the FY23 budget development process.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

- E. Develop a place-based implementation strategy that identifies station locations that are good candidates for piloting a reimagined public safety approach consistent with the new Mission and Values statement, including the deployment of some or all of the public safety alternatives identified in Motion 26.2 and modifying law enforcement deployment at these pilot locations while continuing to ensure fast emergency response times.
- F. Consult with PSAC on the design, implementation, and evaluation-including quantitative and qualitative metrics-of this pilot.
- G. Explore partnerships with academia, medical schools, promotores, and community-based organizations on the design, implementation, and evaluation of this pilot.
- H. Report periodically on the pilot implementation and evaluation as part of the regular system

security report.

DUPONT-WALKER AMENDMENT: Develop key performance indicators that reflect how the pilot influences rider experience.

FINAL RECOMMENDATIONS: TRANSIT AMBASSADORS

ATTACHMENT C

About these recommendations.

In 2020, Metro's Board formed the Public Safety Advisory Committee and directed agency staff to "work in partnership with community leaders to re-envision transit safety and community-based approaches to policing." As part of its charge to reimagine public safety on transit, the Committee was tasked with developing a robust ecosystem of community-centered approaches to safety that would serve as an alternative to traditional law enforcement. This alternative vision would adopt a people-centered approach to safety that involves shifting resources away from traditional law enforcement and directing those resources to support things like mental health services, support for unhoused riders, assistance for people with disabilities, aid for vulnerable riders, social service providers, and other community-based interventions.

As part of this reimagined ecosystem, Metro is establishing a transit ambassador program that consists of a community-facing, unarmed, welcoming, and compassionate team of diverse individuals. As articulated in the recommendations below, transit ambassadors are imagined as a critical component of a holistic public safety landscape that includes community-based organizations, mental health professionals, homeless service providers, unarmed security, and (when absolutely needed) armed law enforcement.

Metro's Public Safety Advisory Committee (PSAC) is providing high-level recommendations regarding the roles, responsibilities, and structure for a transit ambassador pilot program. These recommendations are intended to provide enough structure to establish the initial framework for the pilot; they are not intended to be exhaustive or final. The committee expects to refine and revise these recommendations, in collaboration with Metro staff, as the pilot program is further developed.

Transit ambassadors play a rider-facing and welcoming role.

Recommendation #1: Transit Ambassadors will be a significant and identifiable presence on Metro vehicles, as well as at transit stations and stops. Alongside Metro Operators, Ambassadors are likely to have frequent contact with the riders and the general public.

Recommendation #2: Transit Ambassadors will deliver a high level of customer service and are expected to treat all riders with dignity and interact in a manner that is welcoming, respectful, and kind.

Recommendation #3: Transit Ambassadors will be knowledgeable about the Metro system and act as an official "face" of the agency, guiding folks to resources, assisting with wayfinding, and answering riders' questions.

Metro staff Response: Metro staff concurs.

Transit ambassadors' presence promotes safety for all riders and operators.

Recommendation #4: Transit Ambassadors will be a significant non-law enforcement presence on the Metro system. Their role is to identify potentially unsafe situations and determine whether they are able to intervene and address the situation. They will be trained to respond judiciously to difficult situations and armed with de-escalation techniques to diffuse tense encounters. At the same time, Ambassadors will be able to call upon a broad array of service providers, security professionals, and/or law enforcement if the situation merits.

(Note: intervention and de-escalation will not be the responsibility of all Transit Ambassadors and will vary based on position level & description, and level of employee training.)

Recommendation #5: If an Ambassador determines that they are not able to intervene, then they will have access to a larger ecosystem of service providers, community-based interventionists, and/or law enforcement. Each of these support services will have the capacity to respond quickly when the situation merits.

Recommendation #6: The ecosystem of service providers that support Transit Ambassadors will include the following entities: (1) unhoused service providers, (2) mental health service providers, (3) system maintenance/janitorial staff, (4) vehicle operators, (5) supervisory staff, (6) emergency medical professionals, (7) care-centered public spaces, (8) public education, and (9) law enforcement. Note that armed law enforcement will only be involved when absolutely needed.

Metro staff Response: Metro staff concurs.

Transit ambassadors can connect vulnerable riders to resources and/or assistance.

Recommendation #7: Transit Ambassadors will be culturally competent professionals that reflect the diversity of Los Angeles County. This includes having familiarity with the geographies they serve and (where appropriate) possessing multilingual skills.

Recommendation #8: Transit Ambassadors will be sensitive and responsive to the diverse needs of Metro riders. They are trained to respect riders' privacy, check assumptions or pre-judgments, and respond to situations with empathy and compassion.

Recommendation #9: Transit Ambassadors will be equipped with the information, tools, and contacts to connect vulnerable riders to resources. They have specific training to identify situations where a mental health service provider, homeless service provider, community-based organization or other Metro services may be the best entity to respond to a rider's expressed need.

Metro staff Response: Metro staff concurs.

Transit ambassadors provide communities with access to good jobs.

Recommendation #10: As Metro employees, Transit Ambassadors will have a defined career path that includes an opportunity to grow within the program (e.g., from entry-level ambassador to mid-level ambassadors with increased training to management positions) and/or shift to other careers within the agency.

Recommendation #11: To ensure that Ambassadors reflect the communities they serve, Metro will reduce barriers to hiring. This includes recruiting that focuses on communities impacted by harmful policing, low-income communities of color, individuals with disabilities, and those facing barriers to employment.

Recommendation #12: Metro will partner with community-based organizations to build a pipeline of qualified workers that reflect the diversity of Metro's ridership. These organizations can work with Metro to identify candidates with non-traditional skill sets, those with relevant language proficiencies, and/or specialized training.

Recommendation #13: Benefits and opportunities for advancement will be key features for Transit Ambassador positions and Ambassadors will be Metro employees. Metro will ensure that Ambassadors have the following: (1) a family-supporting wage, (2) union jobs, (3) professional development opportunities, (4) diverse leadership (incl. women and people of color), (5) bilingual pay differentials, and (6) access to health care.

Metro staff Response: Metro staff partially concurs with recommendations 10-13 but does not support the recommendation to launch the ambassador program using in-house Metro employees. Metro needs flexibility in the delivery of the ambassador program to allow for faster program deployment. Additionally, Metro needs the ability to rapidly adjust the ambassador program's scope and responsibilities based upon real-time data during a pilot performance period. Metro would like to pilot the ambassador program for 3-5 years using contracted services in order to mature the program fully.

Metro is fully committed to an ambassador program and staff recommends a pilot period only to learn how to best customize and execute the program. After the pilot period, Metro would initiate the process to negotiate to bring the work in-house. Metro has a living wage and service worker retention policy that requires Metro at the end of a contract term to ensure the contract workers are retained. This policy would apply here if Metro were to initially contract out the ambassador program.

We recognize the proven benefits of a Transit Ambassador program and our goal is to implement effective alternative policing strategies as soon as possible. Metro estimates it will take up to two years to stand-up an in-house ambassador program. If Metro utilizes contracted services to staff the ambassador program, Metro could be ready to advertise a scope of work for those services by January or February 2022 with a contract award in the summer. The scope of work could be advertised to CBO's with expertise in homeless outreach, disability services, and/or hiring, training, and overseeing formerly incarcerated members of our

Non-Law Enforcement Alternatives Ad-Hoc Committee Recommendations

Updated: 12/21/21

community. Finally, Metro's overhead is high, and the \$20 million authorized for the ambassador program will go much further using a contract service model.

Metro's goal is to move forward with a model that best delivers a Transit Ambassador Program in a timely way that is responsive to the sense of urgency that our Board members and public have expressed for this program.

Ad-Hoc Committee response to Metro staff: The ad-hoc committee understands that Metro has certain constraints and agrees that the Transit Ambassador program should be launched as quickly as possible. Likewise, the ad-hoc committee's understanding is that Metro staff's primary disagreement is with Recommendation #13, related to having the Ambassadors involved in the pilot serve as Metro employees. The committee believes that Ambassadors, whether contracted or Metro employees, should have access to the benefits enumerated in Recommendation #13. If Metro does decide to use contractors for the pilot program, the ad-hoc committee members would like Metro staff to address the following questions:

- How will Metro ensure that contracted staff have access to professional development opportunities?
- How will Metro ensure that the selected contractors have diverse leadership/management overseeing the scope of work?
- Will the contract require bilingual pay differentials?
- Will contracted staff have access to health care?

If Metro does decide to use contractors to launch the program, PSAC would like to review and provide input on the scope of work.

Metro's Next Steps

As Metro CEO Stephanie Wiggins announced to PSAC last month, Metro will house the ambassador program outside the System Security and Law Enforcement Department. The emphasis will be on creating positive and compassionate engagement with all riders. Metro believes the ambassador program is a critical component in reimagining public safety on the Metro system and urges PSAC to expeditiously complete their recommendations so that we may launch the program in the near future.

Thank you for your commitment to reimagining public safety. We look forward to our continued collaboration to improve safety and security for all on the Metro system.

Ad-Hoc Committee Next Steps

Once the framework for the Transit Ambassador program is approved by the full committee, the ad-hoc committee will continue to work with Metro staff to refine the recommendations, and define the specifics of the pilot program. Next steps include the following:

- Determining a deployment strategy for the pilot Transit Ambassador program
- Working with Metro to define contracting and/or hiring parameters for the pilot program launch
- Identifying evaluation metrics and recommendations for accountability measures
- Defining training requirements and providing input on a job description

Non-Law Enforcement Alternatives Ad-Hoc Committee Recommendations

Updated: 12/21/21

- Further defining the supportive ecosystem (e.g., additional service providers) for Ambassadors

PROCUREMENT SUMMARY

TRANSIT AMBASSADOR PILOT PROGRAM

1.	Contract Number: PS88001001 (Strive Well-Being Inc.) PS88001000 (RMI International Inc.)	
2.	Recommended Vendors: 1) Strive Well-Being Inc. 2) RMI International Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: March 31, 2022	
	B. Advertised/Publicized: March 31, 2022; April 6, 2022; April 7, 2022	
	C. Pre-Proposal Conference: April 11, 2022	
	D. Proposals Due: May 2, 2022	
	E. Pre-Qualification Completed: June 6, 2022	
	F. Conflict of Interest Form Submitted to Ethics: May 9, 2022	
	G. Protest Period End Date: June 24, 2022	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 2
6.	Contract Administrator: Mark Penn	Telephone Number: 213.922.1455
7.	Project Manager: Desarae Jones	Telephone Number: 213.922.2230

A. Procurement Background

This Board Action is to negotiate, award, and execute Contract No. PS88001001 with Strive Well-Being Inc. and Contract No. PS88001000 with RMI International Inc. issued in support of the Transit Ambassador Pilot Program which will deploy trained contract personnel on Metro buses, bus stops, trains, and stations in a pre-determined five-zone geographic area. These Ambassadors will be units comprised of mobile and fixed post personnel that are trained to play a rider-facing and welcoming role; promote safety for all riders and operators; and help connect vulnerable riders to resources and/or assistance. Board approval of contract awards are subject to resolution of any properly submitted protest.

Prior to the release of the solicitation, a virtual Industry Review and Outreach Event was held on March 11, 2022. The Ambassador program is a new pilot program for Metro, and the event was held for the purposes of receiving public feedback on the Statement of Work prior to the release of the solicitation.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit price (based on negotiated unit rates). The RFP was issued with a Small Business Enterprise (SBE) goal of 12%.

There were no amendments issued during the solicitation phase of this RFP.

A virtual pre-proposal conference was held on April 11, 2022 and was attended by seven individuals representing three firms. Twenty-nine questions were received and responses were released prior to the proposal due date.

A total of 16 firms downloaded the RFP and were included in the plan holder's list. Two proposals were received on the due date of May 2, 2022. Staff has reached out to other firms on the plan holder's list to inquire why they chose not to propose. To date, no responses have been received.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Office of the CEO, Office of System Security and Law Enforcement, the Office of Customer Experience, and the Office of Customer Care was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Agency Qualifications and Experience | 15 percent |
| • Proposer Management Plan & Understanding of Scope of Work | 30 percent |
| • Experience & Capabilities of Key Personnel | 10 percent |
| • Effectiveness of Program Implementation and Accountability | 25 percent |
| • Cost Proposal | 20 percent |
| • Additional Proposal Elements for Demonstrating: staff with specialized skills and training; staff with lived experience; partnerships with CBOs/non-profits; experience contracting with or intention to engage with nonprofit workforce development programs | 6 percent |

Several factors were considered when developing these weights, giving the greatest importance to Proposer Management Plan & Understanding of Scope of Work.

Both proposals received were determined to be within the competitive range and are listed below:

1. Strive Well-Being Inc.
2. RMI International Inc.

On June 6, 2022, the evaluation committee conducted virtual interviews with both firms. The firms' project managers and key team members presented their team's qualifications and responded to the evaluation committee's questions. In general,

each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project. Also highlighted were staffing plans, work plans, and perceived project issues. Each team was asked questions relative to each firm's proposed alternatives and previous experience.

Qualifications Summary of Firms within the Competitive Range:

Strive Well-Being Inc.

Based on Strive Well-Being Inc.'s (Strive) disclosure as a 100% SBE and proposing to enlist the services of three Community Based Organizations (Union Station Homeless Services, Communities Actively Living Independently & Free, and Homeboy Industries) in its proposal, Strive has demonstrated its ability to understand the impact of community involvement of this pilot program. Through its core business platform comprised of facilities management and health and wellness management initiatives, Strive has demonstrated its experience and interaction with a general public population subjected to a wide range of varying degrees of lived experiences. Strive has proposed to utilize approximately 55 people to perform the transit ambassador services on Metro's rail system and station elevators only. Strive's proposal expresses the type of service Metro's Transit Ambassador Pilot program is requiring.

RMI International Inc.

Based on its core business platform of safety and security, as discussed in its proposal, RMI International Inc. (RMI), as an MBE has demonstrated its ability to provide the type of service Metro's Transit Ambassador Pilot program is requiring. RMI has aligned itself with WorkSource Regional Business Services as well as the Southeast Los Angeles County Workforce Development Board to supplement recruitment opportunities and anticipates utilizing the services of these nonprofit organizations for the venture. The diversity of RMI's business portfolio between the public and private sector, demonstrates RMI's cross section of interface with the general public population. The management plan outlines on-site locations predicated on an analysis of existing RMI infrastructure assignments in Metro's transit system. RMI has proposed to utilize approximately 244 people to perform the transit ambassador services across the entire Metro system. In adding American Eagle Protection Services (an SBE), RMI has proposed a plan to meet the minimum SBE goal of 12%.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	RMI International Inc.				
3	Agency Qualifications and Experience	78.73	15.00%	11.81	
4	Proposer Management Plan & Understanding of Scope of Work	77.20	30.00%	23.16	
5	Experience and Capabilities of Key Personnel	76.30	10.00%	7.63	
6	Effectiveness of Program Implementation & Accountability	77.52	25.00%	19.38	
7	Cost Proposal	100.00	20.00%	20.00	
8	Additional Proposal Elements	62.50	6.00%	3.75	
9	Total		106.00%	85.73	1
10	Strive Well-Being Inc.				
11	Agency Qualifications and Experience	53.73	15.00%	8.06	
12	Proposer Management Plan & Understanding of Scope of Work	65.03	30.00%	19.51	
13	Experience and Capabilities of Key Personnel	55.00	10.00%	5.50	
14	Effectiveness of Program Implementation & Accountability	71.52	25.00%	17.88	
15	Cost Proposal	89.00	20.00%	17.80	
16	Additional Proposal Elements	93.83	6.00%	5.63	
17	Total		106.00%	74.38	2

C. Price Analysis

A determination of fair and reasonable pricing will be made upon the completion of the following tasks: unit rate price analysis, technical analysis, fact finding, and negotiations. An independent cost estimate (ICE) has been prepared.

	Proposer Name	Proposal Amount	Metro ICE (All 5 Zones; Rail and Bus Operations)	NTE amount (subject to negotiations)
1.	RMI International Inc. (proposed rail and bus operations in all 5 zones)	\$95,090,980	\$119,129,525	\$95,090,980
2.	Strive Well-Being Inc. (proposed only rail operations and elevators in all 5 zones)	\$27,757,444	\$119,129,525	\$27,757,444
			Total NTE	\$122,848,424

Proposers were given the opportunity to price either (1) on all five zones, (2) a combination of zones, (3) complete bus and/or rail systems within the zones, or (4) individual lines/segments/stations in each zone.

Strive proposed to perform transit ambassador services on the rail system and station elevators only. Alternatively, RMI proposed to perform transit ambassador services throughout the entire Metro system. At the conclusion of fact-finding and negotiations, a determination will be made on how the Transit Ambassador Pilot program will be implemented and divided between the two firms.

D. Background on Recommended Contractor

The recommended firm, Strive Well-Being Inc., located in San Diego, CA, has been in business for 14 years and is a Disadvantaged Business Enterprise and a Small Business Enterprise (SBE). Strive provides customer service in the form of facilities and population health management, inclusive of wellness program initiatives. Strive has been under contract to Metro for the past six years to provide wellness programs and operate/manage Metro's fitness center. Strive is performing satisfactorily.

The recommended firm, RMI International Inc., located in Paramount, CA, has been in business for nearly 26 years and is a Minority Business Enterprise (MBE). Originally founded as a security services organization, RMI is now a comprehensive customer service provider with an emphasis on public safety. RMI has been under contract to provide security services to Metro for the past 14 years and is performing satisfactorily.

DEOD SUMMARY

TRANSIT AMBASSADOR PILOT PROGRAM

A. Small Business Participation**A1. PS88001000 – RMI International Inc.**

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal for this solicitation. RMI International Inc. exceeded the goal by making a 12.18% SBE commitment. Commitment may be adjusted upon completion of final negotiations.

Small Business Goal	12% SBE	Small Business Commitment	12.18% SBE
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	SBE Subcontractors	% Committed
1.	American Eagle Protective, Inc.	12.18%
	Total Commitment	12.18%

A2. PS88001001 – Strive Well-Being Inc.

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal for this solicitation. Strive Well-Being Inc., an SBE, exceeded the goal by making a 100% SBE commitment. Commitment may be adjusted upon completion of final negotiations.

Small Business Goal	12% SBE	Small Business Commitment	100% SBE
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	SBE Subcontractors	% Committed
1.	Strive Well-Being Inc. (SBE)	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) will be applicable on this Contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum, the current Living Wage rate including yearly increases. In addition, Contractors will be responsible for submitting the required reports for the LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

C. Prevailing Wage Applicability

Prevailing Wage requirements are 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.



Metro Transit Ambassador Pilot Program Services Overview



June 2022

Transit Ambassador Program Background

- Ambassadors will add a customer-friendly Metro “brand” presence on the system.
- Improved customer experience through a more visible presence.
- Build relationships with Metro riders and Metro employees.
- Offer in-person support to riders geared toward improving the everyday interactions that transit customers experience.



Pilot Program Background

Metro's summer 2021 Public Safety Perceptions Survey results show:

- Significant support for assistance and staff presence on the system who can help customers with disabilities (89% support more staff);
- Significant support for assisting riders experiencing homelessness (85% support more staff); and
- Significant support for Metro Transit Ambassadors (82% support having Ambassadors on Metro).

Connecting Riders

Transit Ambassadors will be trained by Metro to play a rider-facing and welcoming role and help connect riders to resources and/or assistance.

- Transit Ambassador Program will enhance and support Metro's Mobile Crisis Outreach program– (partnership with the Department of Health).
- Pairing Transit Ambassadors with Crisis Intervention Specialist teams is a successful industry best-practice and reduces response time.
- Expand partnerships with County, City and utilize support from community-based organizations to provide staffing and resources to enhance the Transit Ambassador Program.

Pilot Program Overview

The pilot Program will utilize contracted services to develop, operate, and manage a cohesive unit of qualified and effective public-facing personnel deployed at Metro's direction throughout the transit system.

1. Metro wants to ensure equitable program coverage systemwide.
2. Ambassadors will be units comprised of mobile and fixed post personnel that are trained to play a rider-facing and welcoming role; communicate with security to improve safety for all riders and operators; and help connect vulnerable riders to resources and/or assistance.
3. Pilot program ensures maximum flexibility to strategically deploy an effective program to address critical rider and employee concerns.

Staff Recommendations

- A. AUTHORIZE the Chief Executive Officer to negotiate and award firm fixed unit rate contracts to Strive Well-Being Inc. (Contract No. PS88001001) and RMI International Inc. (Contract No. PS88001000) to provide a pilot Transit Ambassador Services Program.
- Strive Well-Being's contract not to exceed amount is \$15,878,421 for the three-year base pilot and \$11,879,023 for the additional two, one-year options, for a total not to exceed amount of \$27,757,444.
 - RMI International's contract not to exceed amount is \$55,400,768 for the three-year base pilot and \$39,690,212 for the additional two, one-year options, for a total not to exceed amount of \$95,090,980. The combined total not to exceed amount for both firms over the five-year pilot is \$122,848,424.
- B. DELEGATE authority to the Chief Executive Officer to execute any future Memoranda of Understanding (MOUs) with Los Angeles County departments and/or City of Los Angeles partners for supplementary ambassador program services to enhance the Ambassador Program during the pilot period, in an amount not-to-exceed \$20,000,000, inclusive of administrative fees and other pilot initiatives, in support of the annual investments identified for Transit Ambassador Program Services in Board Motion 26.2.

Proposed Service Coverage

- **Strive Well-Being, Inc.** – 100% SBE and included CBO partners in their proposal
 - Union Station Homeless Services
 - Communities Actively Living Independently Free
 - Homeboy Industries
- Proposed Staffing: **up to 55**
- Proposed locations: **Rail system and station elevators**



Proposed Service Coverage

- **RMI International, Inc.** – Minority-Owned Business.
 - WorkSource Regional Business Services
 - Southeast LA County Workforce Development Board
 - Proposed to partner with SBE Eagle Protection Services
- Proposed Staffing: **up to 244**
- Proposed locations: **Entire Metro system**



Pilot Program Evaluation

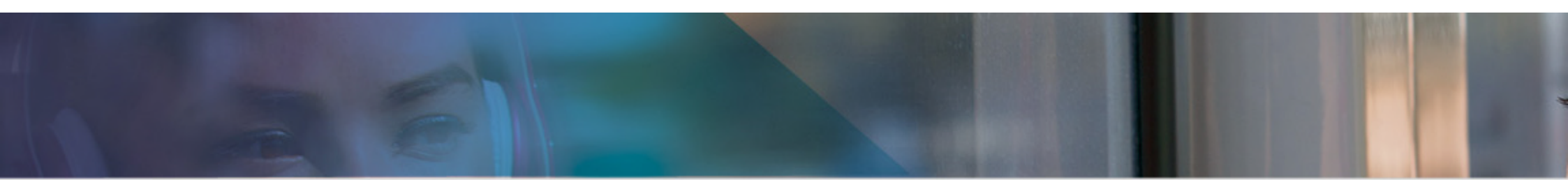
Initial Program Evaluation Metrics will be based on:

- Regular rider and employee surveys (pre- and post-)
- Bus vs. rail rider engagement analysis
- Established metrics based on industry best-practices

Evaluation will be expanded to include Customer Safety Surveys, Focus Groups, consideration of equity impacts and community engagement.

Next Steps

- **August 2022:** 60-day Mobilization Period to begin – staffing, work plans, and comprehensive pre-deployment training
- **30 days before program launch:** Metro will begin public information campaign to educate riders and employees on new Ambassador program
- **Fall 2022:** Ambassador Program Launch



Thank you.

**Board Report**

File #: 2022-0279, **File Type:** Motion / Motion Response**Agenda Number:** 40.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 15, 2022****SUBJECT: EXPANDING METRO'S EAT SHOP PLAY PROGRAM TO SUPPORT ECONOMIC RECOVERY AND RESTORE RIDERSHIP****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE five pilot transit corridors to expand Metro's Eat Shop Play (ESP) Program and launch the first pilot program in the East Los Angeles Area in response to Motion 40, ESP Expansion.

ISSUE

Small businesses have been disproportionately impacted by the public health measures that have been in place to mitigate the spread of COVID-19 over the last year and a half. With 93 percent of businesses in Los Angeles County having less than 20 employees, Metro has an opportunity to aid with economic recovery by promoting these small businesses along transit corridors in communities that have been most impacted by the pandemic.

BACKGROUND

Eat Shop Play (ESP) is a Metro construction mitigation program for the agency's capital construction projects. The program is managed and implemented by Metro's Community Relations. The program's objective is to mitigate reduced customer traffic by dedicating outreach and resources to promote small businesses during construction. ESP activities follow the path of construction to spotlight impacted businesses using a toolkit customized to each construction impact. Eligible businesses are those located on or near a major Metro transit construction project. Eligible businesses may participate in the program at no cost and may apply free at www.metro.net/eatshopplay. The ESP toolkit includes social media, system-wide advertising, videos, street-level banners and in-store promotions, and other tactics to highlight businesses that are directly impacted by construction activities. It is one program in our Metro toolbox for partnering with the small business community. The ESP team closely coordinates with Metro's Business Interruption Fund and Metro's Business Solutions Center to complete a menu of mitigation options.

ESP staff produce, organize, and promote participating businesses using a variety of programming and tactics. These are tailored for each business and construction impact and may include:

- Organized "Meet ups" and "Mixers" at participating businesses
- Digital media listings (Google, Waze, Yelp, banners, other)

- Eblasts and newsletter blurbs in Metro and affiliate publications
- Photo caption spotlights at Metro facilities and locations (station, bus, train, billboards, collaterals, etc.)
- Print media ads and articles (advertorials)
- Paid social media spotlights (Facebook, Twitter & Instagram)
- TAP card customer promotion
- Video spotlights of participating businesses
- Walking map guides of participating business
- Listing and promotion on Metro's ESP webpage - metro.net/eatshopplay
- Booth space, free (i.e., Vendor Days at Metro's Union Station and Gateway Headquarter Building)
- Catering opportunities at Metro and contractors' events and meetings

Metro Community Relations, Marketing and Design Studio teams provide support by way of developing advertising collaterals, and they retain the responsibility for maintaining the program branding for print and web products. Each project area has an ESP outreach team that works closely on engagement and establishing a relationship with the businesses. Responsibilities and activities of the ESP team include coordination on outreach materials, production of materials and enrollment of local businesses.

The ESP team works closely with impacted businesses to learn about their business practices, products, existing advertising approaches, and to serve as a resource for working closely with the contractor to further mitigate construction impacts. This information is then used to develop a high-level communications and marketing approach that incorporates the ESP programming.

Community Relations partners with Marketing for the development of business promotions based on construction impacts. Marketing creates and maintains the branding for ESP across all neighborhoods. To ensure that objectives and goals are reached, all activities are documented. Program measurements include reviewing the total number of businesses who have been engaged/contacted, businesses that have participated in an ESP program activity, and businesses that request additional marketing activities. Community Relations also tracks businesses that sign up for ESP programming but do not participate (even with documented communications between Metro staff and the business). This information is used to refine or identify additional communication approaches.

At its July 22, 2021 meeting, the Board approved Motion 40 by Directors Solis, Butts, Najarian, Dupont-Walker, and Sandoval (Attachment A) to expand the ESP program to support economic recovery and restore ridership. Staff provided a receive and file update in November 2021.

DISCUSSION

Pilot Expansion Areas

According to the Los Angeles County Economic Development Corporation, Los Angeles County is

home to more than 1.3 million small businesses, including more women and Black, Indigenous, People of Color (BIPOC) owned small businesses than any other county in the nation.

Based on the Board's direction to focus "on small businesses located near existing major transit stops in communities who have been disproportionately impacted by the pandemic", Metro Communications used data to identify five potential pilot project areas in Los Angeles County. Staff coordinated with Metro's Office of Equity and Race (OER) to identify aligned mapping criteria with OER's 2022 update of the agency's Equity Focus Communities (EFC) map.

Data from the Homeowner's Loan Corporation Neighborhood Redlining, Los Angeles County 2020 Median Household Income, Environmental Justice Screening Method, the total Covid-19 cases and deaths, and the Los Angeles County Economic Development Corporation was used to identify the five proposed project areas. Screening elements included the following reference factors:

- Small businesses located near existing major transit stops
- Communities impacted by COVID-19 cases and deaths
- Communities with higher hazardous components
- Environmental justice communities
- Redlining maps
- Race and ethnicity

Based on this data, staff recommends five transportation corridors to initiate a one-year pilot program beginning immediately after board adoption of the recommendation and concluding at the end of the fiscal year 2023. The communities where the pilot program will be implemented are all unique, with distinct neighborhood character, varied types of businesses, and socio-economic factors that will demand more defined approaches to address the disproportionate impacts. In addition, Metro will link Eat Shop Play to methods to attract riders in line with Metro's overall ridership growth strategy.

The five pilot corridors are:

- Whittier Boulevard: Los Angeles River to Rio Hondo Bike Path
- Vermont Boulevard: West Anaheim Street to Los Feliz Boulevard
- Valley Boulevard: North Mission Road to North East End Avenue
- Slauson Avenue: Sepulveda Boulevard to Santa Fe Springs Road
- Sherman Way: Fallbrook Avenue to Vineland Avenue

The five proposed pilot corridors have high rates of small businesses located near transit stops, are in corridors that have experienced a disproportionate impact by COVID-19 (both in cases and death), identified Environmental Justice Community, are formerly redlined communities, and in areas that are majority people of color.

Other jurisdictions including the City and County of Los Angeles are actively seeking to implement a small business recovery program as part of the recovery effort from the COVID-19 pandemic. Metro staff will be working to identify government and community partners to support the launch of the first pilot area expansion in the unincorporated East Los Angeles Community. The combined resources of Metro, other government agencies, and community partners may yield a stronger and more successful program than if Metro were to launch the program by itself.

Eat Shop Play Program Elements

Metro staff recommends using existing elements of Metro's existing Eat Shop Play program and scaling them to the needs of each corridor. In addition, additional strategies can be developed based on input from community-based organizations in each area. The existing strategies may include:

- Walking/Transit Guides that include participating businesses
- Video Spotlights of participating businesses
- In-kind Media sponsorship
- Promotion on Metro's Eat Shop Play webpage
- Digital media listings (Google, Waze, Yelp, banners, other)
- Organized "Meet ups" and "Mixers" at participating businesses
- Photo caption spotlights at Metro facilities and locations (station, bus, train, billboards, collaterals, etc.)
- Eblasts and newsletter blurbs in Metro and partner publications
- Print media ads and articles in community-based publications (advertorials)
- Paid social media spotlights (Facebook, Twitter & Instagram)
- TAP card customer promotion

Community-Based Organization (CBO) and Institutional Partners

The expansion of the ESP program will be implemented by Metro staff, a consultant team procured from Metro's Communications Support Services Bench and partnerships with local Community-Based Organizations (CBOs). CBOs will be financially compensated to assist with the identification and recruitment of small business participants and the implementation and evaluation of ESP program elements identified above.

Metro's expanded ESP Program will seek to partner with economic development corporations on each of the proposed corridors. These economic development corporations have been working with and conducting outreach to businesses along each corridor before, during and after the Covid-19 pandemic. These partners include:

- Los Angeles Economic Development Corporation (LAEDC)
- Vermont-Slauson Economic Development Corporation (VSEDC)
- Valley Economic Development Corporation (VEDC)

With support and direction from Metro staff, the CBOs will assist with the development of program materials, messages, outreach, and tactics, while coordinating with related local and state small business support and recovery programs. Metro staff will work with each CBO partner to identify and implement culturally competent, new and innovative ideas based on their experience in each community

The proposed expansion of the ESP Program will include partnering with Los Angeles County Economic Development Corporation's Together for LA Program. Together for LA is a strategic partnership aimed at strengthening and supporting women and diverse-owned small businesses in LA County, as they recover from the COVID-19 pandemic. Partnering with Together for LA provides a complementary support network for small business and furthers the goals of each organization. Together for LA provides no cost technical assistance and connections to small business resources,

while Metro's ESP Program will provide direct marketing assistance and business promotion to support a more equitable recovery.

Metro's expanded ESP program will coordinate with existing and new Metro programs including Metro's Business Solutions Center, Metro Art, and Metro's Transit Oriented Communities Small Business Loan Program, as appropriate.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

The proposed budget and staffing plan for a one-year expansion of the ESP Program to five pilot areas is currently being developed. Metro staff is currently exploring partnership opportunities with other government agencies and community partners in the East Los Angeles Expansion Area. This partnership may result in lower costs for Metro compared to if Metro were to establish a new program on its own. It is anticipated that if additional budget or staffing is needed, staff will report back in October 2022.

EQUITY PLATFORM

The initial corridors identified for the recommended pilot areas have been disproportionately impacted by COVID-19 in cases and deaths, are areas with low household median incomes, high levels of pollution burden, and are in marginalized or disadvantaged communities. Metro Communications worked closely with the Office of Equity and Race (OER) on its update to Metro's Equity Focused Communities (EFCs) definition and utilizing similar data sources.

By focusing on areas with higher transit access, we are working to connect transit riders with adjacent businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The project supports the following strategic goals:

3.2 Metro will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.

4.1 Metro will work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan.

5.5 Metro will expand opportunities for businesses and external organizations to work with us.

ALTERNATIVES CONSIDERED

The Board may direct staff to pursue a program that is wholly designed and implemented by Metro staff. Staff does not recommend this approach, as it is our belief that community-based organizations (CBO's) have the expertise and capacity to assist with program development and implementation. Further, staff believes that pursuing CBO partners is consistent with Metro's CBO Partnering strategy and will engage the private industry in a positive way.

NEXT STEPS

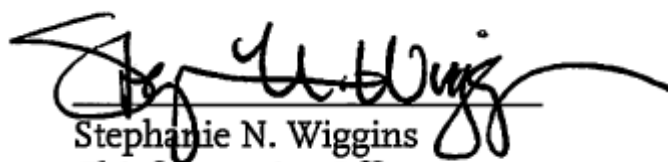
Staff will begin the launch of the program immediately following the adoption of the staff recommendation. Staff will report back quarterly on the status of the program.

ATTACHMENTS

Attachment A - Eat Shop Play Board Motion
Attachment B - Eat Shop Play Expansion Areas

Prepared by: Anthony Crump, Executive Officer (Interim), (213) 418-3292

Reviewed by: Yvette Rapose, Deputy Chief, Customer Experience, (213) 418-3154



Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2021-0500, **File Type:** Motion / Motion Response**Agenda Number:** 40.

**REGULAR BOARD MEETING
JULY 22, 2021****Motion by:****DIRECTORS SOLIS, BUTTS, NAJARIAN, DUPONT-WALKER, AND SANDOVAL****Expanding Metro's Eat Shop Play Program to Support Economic Recovery and Restore Ridership**

Small businesses have been disproportionately impacted by the public health measures that were put in place to mitigate the spread of COVID-19 over the last year. Thousands of small businesses in California have closed either temporarily or permanently. Many small businesses that rely on in-person services to sustain themselves have low cash reserves and lack the online presence possessed by more sophisticated businesses, especially in disadvantaged communities of color. This is of particular concern in Los Angeles County where 93 percent of businesses have less than 20 employees.

With an \$8 billion annual budget, Metro has the resources to accelerate recovery within the small business community while pursuing the goal of restoring ridership. Metro already has existing programs that support businesses during construction of megaprojects. Programs such as "Eat Shop Play" can be expanded to support businesses through recovery and to encourage those businesses' visitors to take transit. Eat Shop Play can be extended to existing rail and high-quality transit corridors in communities that have been most impacted by the pandemic, which are also often communities with many transit-dependent households. Metro can explore strategies such as enhancing businesses' internet presence, developing walking maps that feature businesses and how to access them via transit, and launching social media and email marketing promotions which will activate station areas and encourage transit ridership. Low-income communities need targeted assistance as they continue to experience higher unemployment as a direct result of the pandemic relative to high-income communities. Expansion of Eat Shop Play will not only assist local businesses in hard-hit communities, but it will also rebuild Metro ridership by activating Metro station areas and attracting more riders.

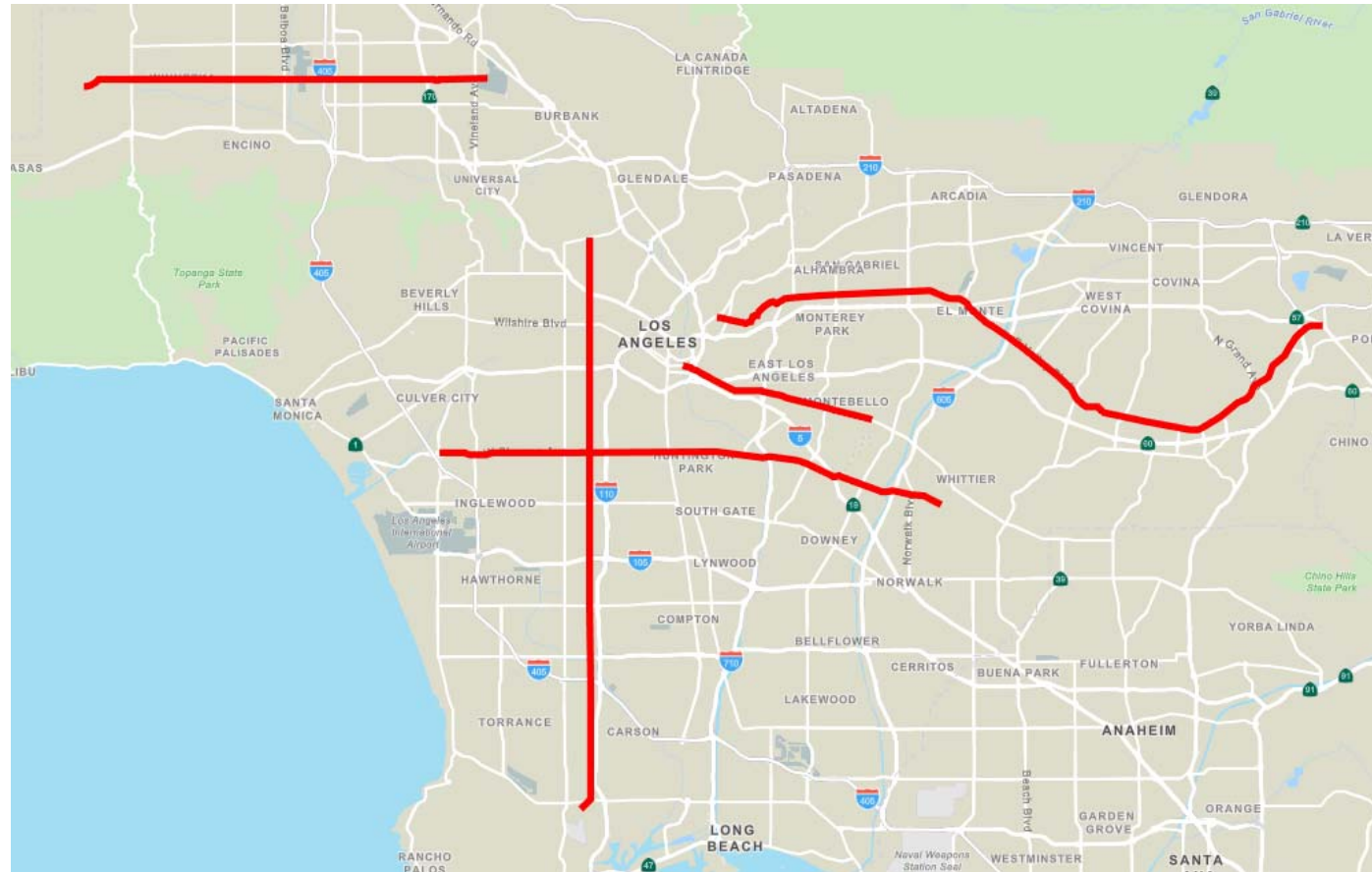
SUBJECT: EXPANDING METRO'S EAT SHOP PLAY PROGRAM TO SUPPORT ECONOMIC RECOVERY AND RESTORE RIDERSHIP**RECOMMENDATION****APPROVE** Motion by Directors Solis, Butts, Najarian, Dupont-Walker, and Sandoval that the Board of

Directors direct the Chief Executive Officer or her designee to provide a report back in November 2021 that includes recommendations to expand the Eat Shop Play program to support small businesses in communities that have been most impacted by the COVID-19 pandemic. The report should consider the following:

- A. Focusing on small businesses located near existing major transit stops in communities who have been disproportionately impacted by the pandemic. Communities should be identified by referencing factors including, but not limited to, number of COVID-19 cases and deaths, economic impacts, household income, transit dependency, pollution burden, and race/ethnicity, and other resources such as redlining maps;
- B. Developing additional strategies to assist small businesses through recovery including, but not limited to, developing walking maps that showcase destinations near transit lines, creating promotional videos for businesses, and supporting businesses' online presence; and
- C. Potential funding sources such as American Rescue Plan Act funding.

ESP Expansion Pilot Areas

- > Vermont Boulevard: West Anaheim Street to Los Feliz Boulevard
- > Valley Boulevard: North Mission Road to North East End Avenue
- > Slauson Avenue: Sepulveda Boulevard to Santa Fe Springs Road
- > Sherman Way: Fallbrook Avenue to Vineland Avenue
- > Whittier Boulevard: Los Angeles River to Rio Hondo Bike Path





Board Report

File #: 2022-0351, File Type: Fare / Tariff / Service Change

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE JUNE 16, 2022

SUBJECT: EXTEND SALE OF PROMOTIONAL HALF-PRICE PASSES AND UPDATE ON FARE CAPPING TIMELINE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to extend the sale of promotional passes at 50% of the cost of full price passes through December 2022 as a continuation of Motion 36: Emergency Relief; and
- B. RECEIVING AND FILING this report on the timeline and plan for Metro fare capping.

ISSUE

Motion 36 "Emergency Relief" by Directors Garcetti, Solis, Hahn, Kuehl, and Butts (Attachment A) instructed staff to initiate promotional pricing at 50% off full-price day passes, 7-day passes, and 30-day passes, and to report back on the status of pass sales and recommendations for permanent reductions to the cost of full-price passes. The sale of the promotional price passes will end in July 2022.

This report provides pass sales information and requests authorization to extend the sale of promotional 50% off pricing through December 2022. The extension will allow staff additional time to gather data on pass sales and usage at the 50% off promotional price and to develop recommendations for pricing options. As required by the Motion, the fare structure recommendations will be aligned with the implementation of fare capping/best fare system that allows riders to take advantage of pass products without having to pay up front.

BACKGROUND

In response to Motion 36, the 50% promotional pricing on full-price passes was implemented when Metro resumed front-door boarding in January 2022. Communications staff implemented a comprehensive marketing campaign to ensure riders are aware of and can benefit from the lower-price passes. Motion 36 also directed staff to prepare an implementation plan for a fare capping system that will allow riders to benefit from the same discounts without the upfront cash needed for a

pass.

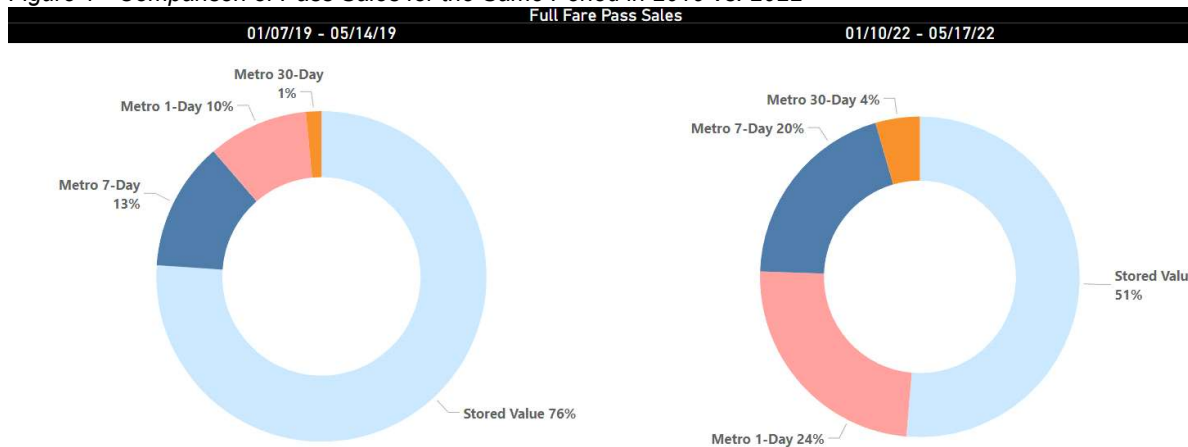
In regard to fare capping, at its September 2020 meeting, the Board received a report on the evaluation of fare capping. At its March 2021 meeting, the Board approved moving forward with the fare capping pilot, delegating authority to the CEO to execute project-related contract awards or modifications to implement fare capping.

DISCUSSION

Promotional Passes

Metro passes have increased in popularity due to the promotional prices. Since implementation in January, nearly 50% of Metro riders using TAP are now choosing to buy passes compared to 25% purchasing passes in 2019 (Figure 1).

Figure 1 - Comparison of Pass Sales for the Same Period in 2019 vs. 2022



The promotional prices incentivize customers to use TAP as fare payment rather than cash since passes are only available on TAP. As TAP users, customers will immediately benefit from free Metro transfers, access to discounted fares, and balance protection, well in advance of fare capping. Furthermore, sales of these fare products have exceeded pre-pandemic levels, which shows that the lower price incentivizes the purchase of these passes (Figure 2). The data was normalized to compare pass sales between 2019 and 2022 since overall ridership recovered to only about 66%.

Figure 2 - Increase in 2022 Pass Sales Over Same Period in 2019

Pass Type	% Increase from Pre-COVID Sales*
Regular 30-day	105%
Regular 7-day	10%
Regular day pass	70%

*Data has been normalized to 2022 ridership

Metro understands that permanent full-fare pass prices should be adjusted to promote affordability

and to incentivize customers to purchase unlimited-use passes. The high up-front cost of a \$100 30-day pass, when compared with the \$1.75 base fare, means that a Metro user must take two separate trips for 29 days each month to break even. Staff will use the information gathered during the 50% off promotional period to develop recommendations for pricing options for full-price passes that include break-even points that are more in line with industry standards and are financially sustainable for current and future Metro Transit operations.

Title VI and Environmental Justice Considerations

Metro has received authorization from the FTA to extend the 50% promotional pricing past the six-month pilot limit for a Service and Fare Equity Analysis (SAFE). As legally required, a SAFE will be included in the final staff recommendation for the adoption of proposed pass prices.

Fare Capping Software Design and Development

Staff has been preparing the TAP system for fare capping implementation with a multi-step approach made up of several phases from proof-of-concept through public beta testing before fully launching to the public.

Notice-To-Proceed was issued to Cubic Transportation Systems, Inc. in October 2021 for software modifications to the existing TAP system to support fare capping. TAP cards will require a “fare capping” configuration written onto the cards, while fare collection equipment - TAP Vending Machines, faregates, station validators, bus fareboxes, mobile validators, and the TAP Mobile App - will require new software development to read the TAP card’s fare capping status. Software development will include building new screen flows to guide customers to purchase Stored Value rather than passes and display customer fare capping status, showing the progress towards earning unlimited rides with each paid ride. Staff are currently working with Cubic to complete design and development efforts.

TAP’s customer relationship management system, TAPforce, along with the *taptogo.net* website, TAP App and TAP vendor retail-point-of-sale devices will also receive upgrades to provide a seamless customer experience. Customers will be able to call into the TAP Customer Service Center or log into their TAP accounts on *taptogo.net* or the TAP app to see progress of their fare capping status, how much value has been deducted, and how much more is needed to earn unlimited rides.

In Winter 2023, Metro will launch a marketing campaign to introduce fare capping as an equitable fare payment option that offers customers the means to pay-as-they-go while earning a day pass or monthly pass. Additional information on fare capping proof-of-concept, testing methodology, marketing, and readiness is included in Attachment B.

FINANCIAL IMPACT

Based on pass sales information since implementation, extending the 50% off promotional pricing through December 2022 will result in additional Metro fare subsidies of approximately \$10 million.

Impact to Budget

ARPA federal relief funds will be used to mitigate the fare revenue losses resulting from the continuation of the promotional pricing.

EQUITY PLATFORM

The extension of 50% off promotional pricing through December 2022 will benefit full-fare Metro riders who do not qualify for a discount on the basis of age, school enrollment, or income. As Metro serves a transit ridership that is very low income, the promotional pricing benefits low-income riders. Additional data gathering and analysis is needed to develop recommendations for permanent pricing that will aim for more equitable pass pricing for all Metro riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Extending the sales of the promotional price passes and implementation of fare capping would support:

- Strategic Plan Goal #1: Provide high quality mobility options that enable people to spend less time traveling as part of an effort to manage transportation demand through fair and equitable pricing structures.
- Strategic Plan Goal #2: Deliver outstanding trip experiences for all users of the transportation system by improving legibility, ease of use, and trip information on the transit system.

NEXT STEPS

Staff will report back to the Board in December before the end of the promotional price extension with pricing options that are in alignment with the fare capping launch. Attachment C provides a detailed timeline of upcoming fare capping and fare change activities.

ATTACHMENTS

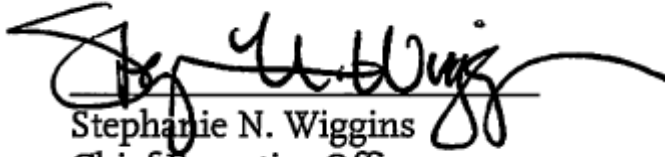
Attachment A - Motion 36: Emergency Relief: Full-Price Passes

Attachment B - Fare Capping Status Update

Attachment C - Fare Capping and Fare Change Timeline

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Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2020-0355, File Type: Motion / Motion Response

Agenda Number: 36.

**EXECUTIVE MANAGEMENT COMMITTEE
MAY 21, 2020**

Motion by:

DIRECTORS GARCETTI, SOLIS, HAHN, KUEHL, AND BUTTS

Emergency Relief: Full-Price Passes

The collapse of the pre-COVID economy has left many families in Los Angeles County on the precipice of financial calamity. As economic distress from the COVID-19 emergency grows, Metro should provide emergency relief for transit-dependent Angelenos.

The economic impact of the COVID-19 emergency upon the residents of L.A. County has been swift and severe. The Los Angeles Economic Development Company (LAEDC) forecasts that the L.A. area will lose 1.7 million jobs and reach an unprecedented unemployment rate of 31.7 percent by May 2020.

LAEDC's forecast includes a nearly 70 percent decline in food service jobs and 60 percent decline in retail/sales jobs. Many of these jobs are held by persons of color, who are being disproportionately impacted by the COVID-19 emergency. Altogether, according to a current UCLA study, there are nearly two-thirds of a million low-income residents in L.A. County at high risk of becoming homeless due to the COVID-19 emergency. The households with these residents are concentrated in the most transit-dependent neighborhoods in the County.

At the same time, Metro continues to carry up to 400,000 boardings each weekday. According to Investing in Place, this is the least decline of any major American city. By Federal Transit Administration data, this would make Metro the 11th-busiest pre-COVID transit agency in the U.S. These 400,000 boardings are predominantly essential workers and Angelenos making essential trips, and are mostly female, persons of color, and low-income Angelenos, many of whom are without other mobility options.

L.A. County jurisdictions are working aggressively to lessen the impact of this economic distress. L.A. County, the City of L.A., and many other jurisdictions are providing eviction moratoriums, tax relief, small business support, and many different types of financial assistance, including food, legal, utility, direct cash, and more. All of these strategies are designed to protect struggling families' economic security.

While the Los Angeles region works to relieve this economic distress, Metro's current fare structure presents financial challenges for families who rely on transit or who can no longer afford to travel by automobile. A 30-day pass, for instance, requires \$100 upfront-a significant sacrifice out of reach for families in need.

Additionally, the high upfront cost of these passes means that Angelenos who rely on Metro do not save money if they ride frequently. With a base fare of \$1.75 and a two-hour free transfer window, a customer who takes two separate trips on Metro each day would have to ride 29 days each month to break even on a \$100 30-day pass.

This negligible incentive also extends to Metro's full-price one-day and seven-day passes, which are priced at \$7 and \$25, respectively. A customer would have to take four trips in one day and 15 trips in one week to break even on the cost of these passes. In effect, customers who ride frequently are unable to realize the financial benefits of these passes.

In fact, Metro's groundbreaking Understanding How Women Travel study included similar detail on how Metro's current fare structure penalizes low-income women:

The high up-front cost of a monthly pass is difficult for low-income women, and the potential cost-savings of the pass are uncertain since one would need to ride nearly every day, twice a day, in order to realize a cost savings over pay-per-ride...Payment for Metro services is a critical interaction that every rider must have with the system. By prioritizing a fare structure, payment options, and enforcement strategies that do not penalize women for their unique travel patterns and responsibilities, Metro can help to relieve some of the disproportionate burden.

Reducing the cost of full-price passes would have only a marginal impact on Metro's fare revenue. In February 2019, the last month before Stay-at-Home and Safer-at-Home orders went into effect, Metro sold only about \$2 million in full-price 30-day, seven-day, and one-day passes.

Furthermore, the ratio of Metro's base fare to 30-day pass cost is far out of step with other American transit agencies. Among 81 transit agencies representing the largest metropolitan areas and cities in the United States and California, 70 (86%) of those agencies price their full-price 30-day pass at no more than 40 times the cost of their base fare. Metro's 30-day pass-at 58 times the cost of the base fare-has the highest break-even point of all of these 81 American agencies.

Ultimately, customers should not have to worry about the decision to purchase a pass in the first place. Metro's TAP system has the capability to cap fares once a customer reaches a certain number of trips in any period. This fare capping system -or "Best Fare"- is already provided by several American transit agencies, including in Portland, Miami, Indianapolis, St. Louis, San Jose, and Houston. Under a Best Fare system, customers' fares are automatically capped once the amount they spend in pay-per-ride reaches the price of an equivalent pass. Implementing Best Fare at Metro will take time.

However, given the serious financial challenges burdening many families in L.A. County because of the COVID-19 emergency, Metro should act with urgency to provide relief for customers who rely on transit and ride frequently. Metro's Recovery Task Force is considering a recommendation to eliminate fares during the off-peak period, which would provide direct financial relief for riders. However, more can be done.

Under Federal Transit Administration Circular 4702.1B, Metro may provide promotional fare products for up to six months without a public hearing.

Reducing the cost of full-price passes would provide economic relief for struggling families as Los Angeles County enters the recovery phase of the COVID-19 emergency.

SUBJECT: EMERGENCY RELIEF: FULL-PRICE PASSES

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Hahn, Kuehl and Butts directing the CEO to:

- A. Provide relief for current frequent riders by initiating the sale of promotional passes at 50% the cost of full-price passes:
 1. Promotional Day Pass: \$3.50
 2. Promotional 7-Day Pass: \$12.50
 3. Promotional 30-Day Pass: \$50.00;
- B. Provide these promotional passes for not less than six months from the date regular boarding practices resume;
- C. In conjunction with the debut of these promotional passes, suspend the sale of full-price passes;
- D. Prepare a marketing plan to engage frequent riders on these fare changes, with particular focus on helping cash-paying frequent riders take advantage of these promotional fare products and transition to cashless, TAP-enabled payments;
- E. Develop recommendations for cost reductions of the Regional EZ Pass (Base and Zones 1 through 15) that meet the same affordability goals as the 50% pass reductions above;
- F. Report to the Executive Management Committee within 120 days after the initiation of the sale of promotional passes with a report on the status of pass sales and recommendations for permanent reductions to the cost of full-price passes that promote affordability by making break-even points more in line with industry standards; and
- G. Report to the Board in 120 days with an implementation plan for a fare capping/best fare system that allows riders to take advantage of pass products without having to put up money upfront.

**Fare Capping Status Update
June 2022**

Proof-of-Concept – Daily Capping

Fare capping software for faregates was delivered and deployed to five rail gates at four Metro Rail stations as a proof-of-concept in January 2022. Ongoing testing feedback has remained positive.

For the proof-of-concept, TAP cards will require a “fare capping” configuration written onto the cards. Daily capping is configured at \$3.50 (two full fare rides with transfers), equivalent to the cost of a Day Pass for full fare riders with the current 50% off promotional pricing. After the cap is reached, subsequent rides are at no additional cost for the remainder of the day period.

With consistent results from testers and minimal issues with software and reporting, the fare capping software has been published to ten more rail stations throughout LA County as of March 2022. The proof-of-concept will soon grow to include Reduced Fare TAP cards, such as Senior/Disabled, Student K12, and College/Vocational.

TAP will continue with this proof-of-concept event as testing starts on new devices and the whole system. Once the entire system is complete, field testing will expand, followed by a broader public beta test.

Testing Methodology

Implementing fare capping is a complex change that affects every part of the TAP system. Both TAP cards and fare collection equipment will require a fare capping configuration and new software development to read and update a card’s fare capping status. The fare capping configuration will allow TAP cards to track fare deducted and counted towards fare capping buckets. Modified customer displays on TAP Vending Machines (TVM) and TAP vendor retail point-of-sale devices will guide customers to load Stored Value rather than passes in order benefit from fare capping.

The fare capping software will undergo several sets of testing to ensure the public launch provides customers with a seamless experience and the best fare for their rides:

1. The first series of tests consists of device level testing of each type of TAP equipment as the software is being developed.
2. The second series of tests is System Integration Testing to ensure all devices, equipment and subsystems are functioning properly with the fare capping application.
3. The third series of tests will ensure the fare capping software integrates with the existing TAP functionality without issues.

Each series of tests will verify accuracy of the functionality and ensure system integration readiness to support the public launch. Test cases will include scenarios to mimic customer purchases and uses of Stored Value on TAP cards, overall regression test, and field test.

After the software is approved for deployment, it will launch systemwide as a public beta pilot to all bus and rail devices, TAP app, *taptogo.net*, and TAP vendor retail-point-of-sale devices. The beta pilot will continue for at least one month. Field testing performance will be carefully tracked, and any necessary updates will be made at this time. Staff will carefully monitor the success of this process to ensure systemwide customer readiness prior to the full public launch.

Marketing and TAP Card Accessibility

A thorough marketing and public information campaign will be necessary to ensure customers understand the benefits of fare capping and the pay-as-you-go model. TAP's communications strategy will begin with a regional campaign in Fall 2022, with the goal of first converting cash-paying customers to TAP. This will ensure cash-paying customers become familiar with TAP and enjoy existing benefits, such as free Metro transfers, discounted fares, and balance protection, as soon as possible and well in advance of fare capping. Messaging for this campaign will be consistent throughout traditional print and digital channels and will be available in English, Spanish and additional languages upon request.

In Winter 2023, a fare capping campaign will launch to officially introduce fare capping as an equitable fare payment option that offers customers the means to pay-as-they-go while earning a pass. Customers will no longer have to pay the full cost of a pass upfront. This feature allows everyone to benefit from traveling on Metro with the foreknowledge that they will pay the lowest price possible for travel.

The following key messages will be highlighted throughout traditional print and digital channels, including important customer education tools, such as video tutorials and in-depth FAQs:

- Pay-as-you-go for the lowest price
- Easy to pay and easy to understand
- Equitable fare payment for everyone
- Download the TAP app for real-time progress towards fare cap

Up to one million free TAP cards will be distributed to customers in advance of fare capping implementation, which has proven to be a successful strategy for converting cash-paying customers to TAP. The distribution of these free TAP cards will target high cash-paying bus stops, social service agencies and community events. Customers can also purchase and load Stored Value onto TAP cards with cash or debit/credit card at: over 1,000 TAP retail vendor locations; 495 TAP Vending Machines at rail stations, J Line (Silver), G Line (Orange), municipal bus transit centers; about 2,500 bus

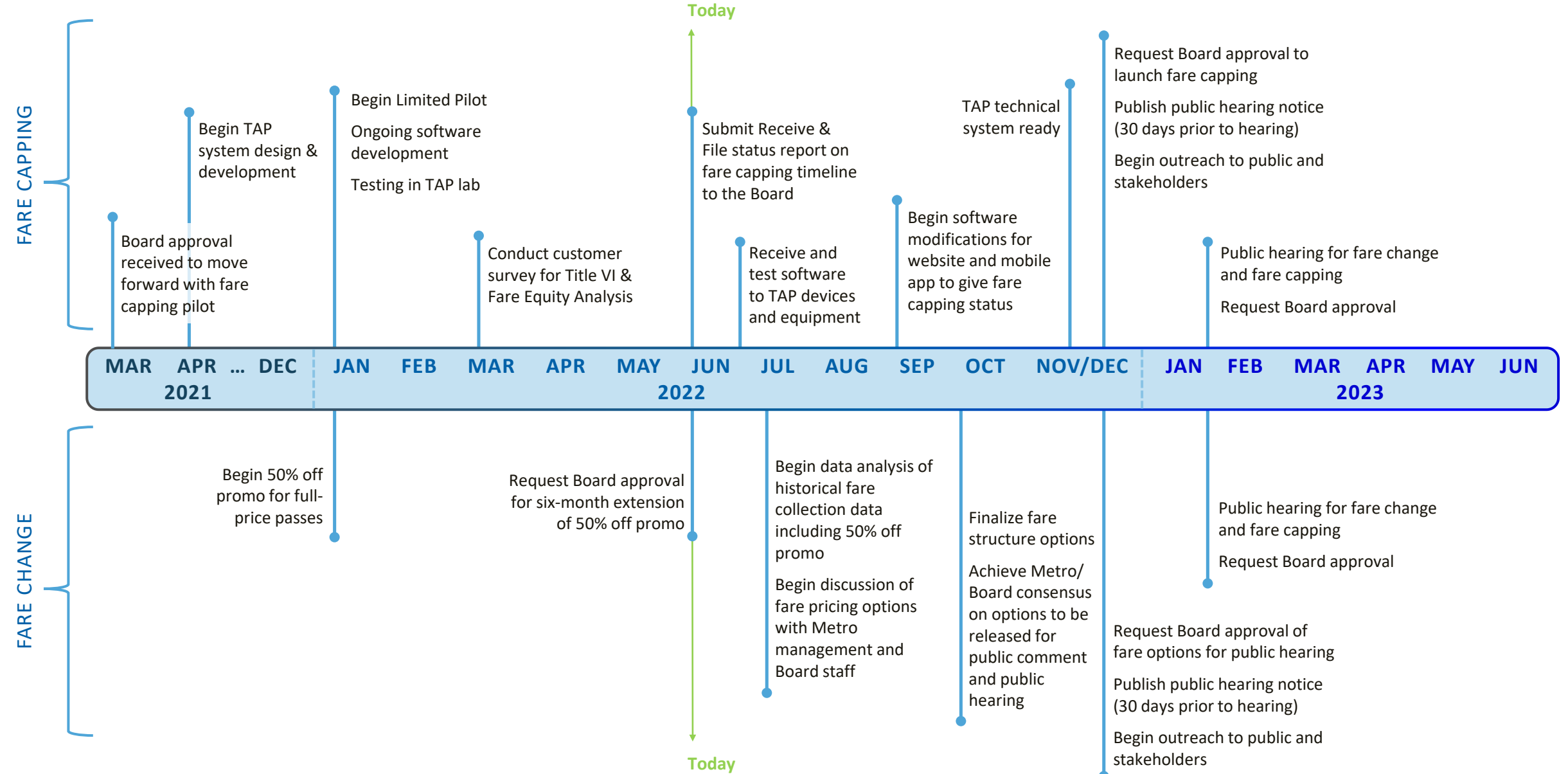
fareboxes; online at *taptogo.net*; on the TAP app; or by calling the TAP Customer Service Center.

Training and Readiness

A successful transition to fare capping will also depend on the participation of internal Metro departments and external stakeholders that interface with Metro customers. TAP staff will prepare training materials to support ongoing in-person and virtual trainings for various Metro departments.

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Fare Capping and Fare Change Timeline



Extend Sale of Promotional Half-Price Passes and Update on Fare Capping Timeline

Executive Management Committee
June 16, 2022

Background

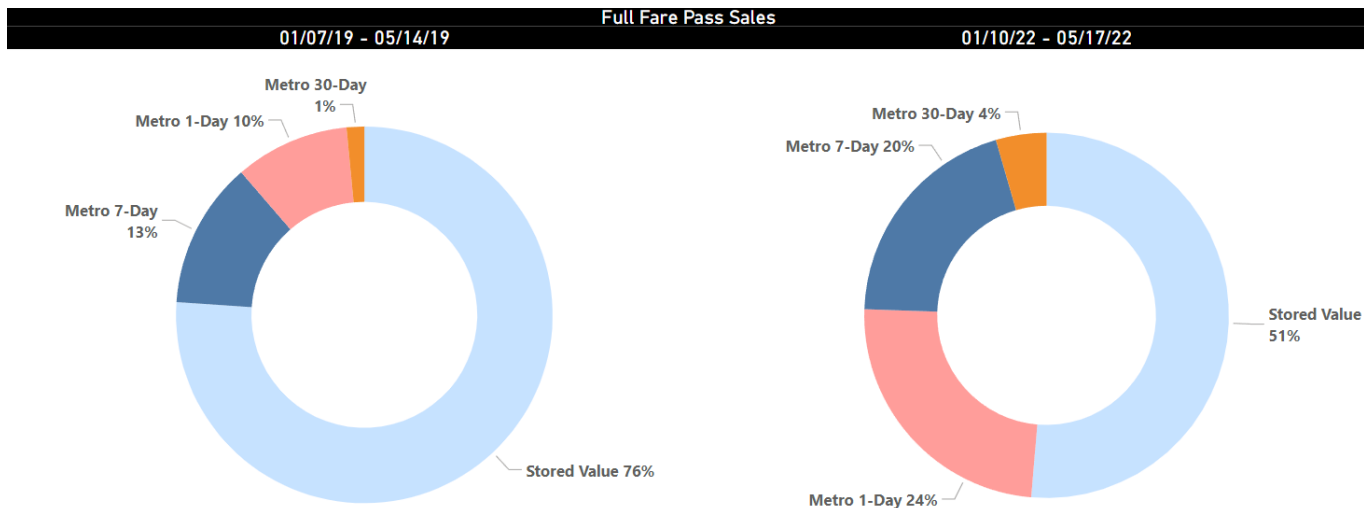
- Non-enforcement of fares and rear door boarding on buses began in 2020 due to COVID
- May 21, 2020 –Motion 36 “Emergency Relief”
 - Full-Price Day Pass, 7-Day Pass and 30-Day Pass reduced by 50% for six months after regular boarding resumes
- Extension required to assess impacts of various promotional prices, develop discounted pricing options and conduct required steps for adoption of permanent pricing

Recommendation: Extend the sale of promotional passes through December 2022 as a continuation of Motion 36: Emergency Relief

- Regular boarding and fare enforcement resumed in January 2022
- Six-month promotional fare prices would expire July 2022
- Metro received authorization from FTA to extend 50% promotional pricing

Preliminary Impacts of Promotional Price

- Sales of Metro passes have increased due to the promotional prices
- More Metro riders are using TAP and purchasing passes over Stored Value



- Recommendations for permanent reductions to full-price passes will include break-even points that are more in line with industry standards, and which are financially sustainable for current and future Metro Transit operations
 - With a \$100 30-day pass, customers must ride 57 times to break even
 - With a \$50 30-day pass, customers must ride 28 times to break even

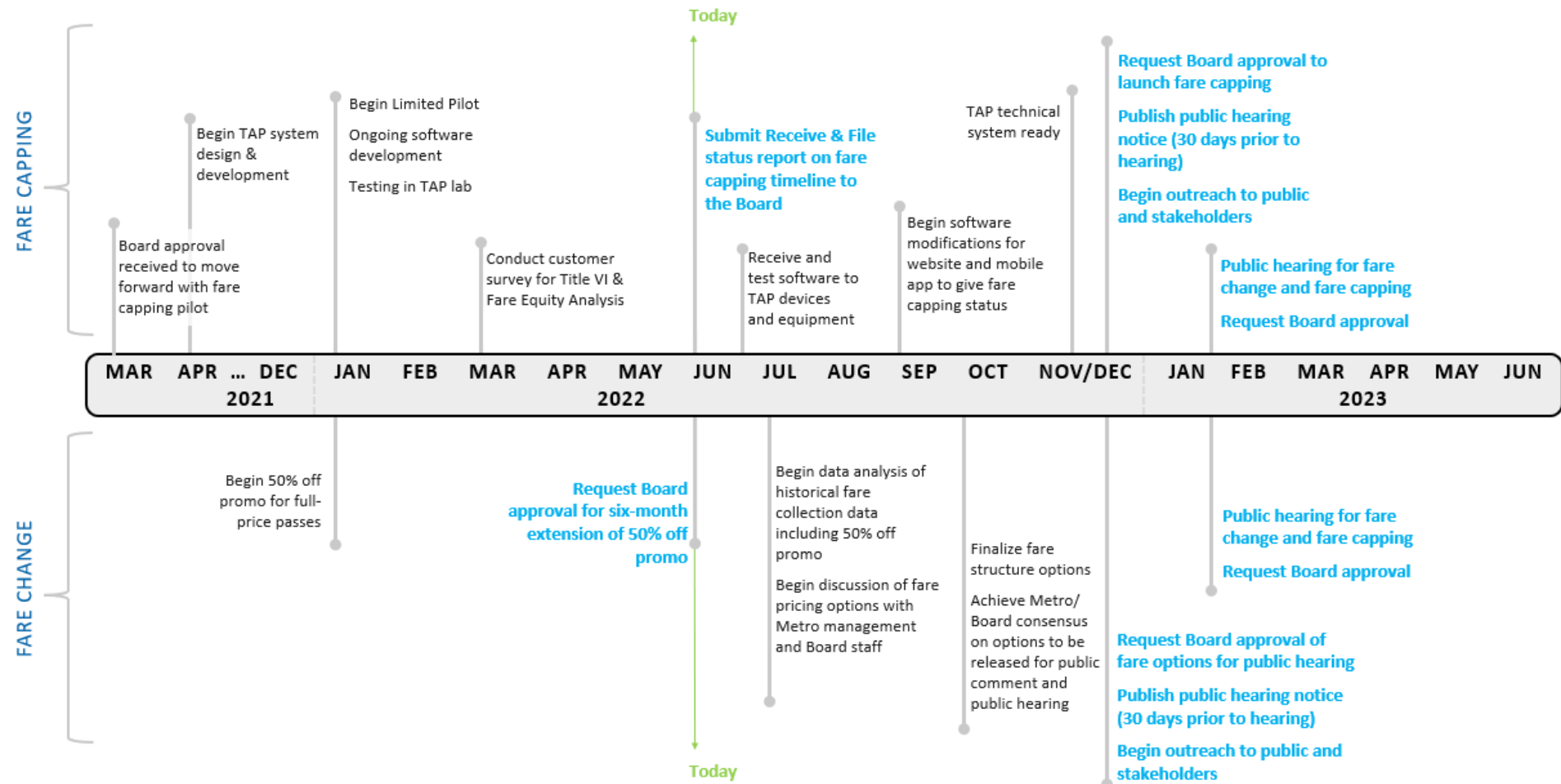
Fare Capping

- Fare capping is an equitable fare payment option
 - “Pay as you go” system - does not require payment upfront for passes
 - Pay base fare for each ride until they reach the threshold for a pass. Each ride after that is free for remainder of the pass period
- Fare capping is complex and affects every part of TAP system
 - TAP cards, TAP fare collection equipment, and TAPforce (customer relationship management system) requires modification
- Fare capping status update
 - Fare capping software development is ongoing
 - Testing in progress for the following:
 - Pilot/field testing of daily capping software at select Metro Rail Stations
 - TAP lab testing of TAP reader and fare gate software
- TAP technical system will be ready by end of year

Next Steps

- Continue to assess impacts of promotional pricing
- Begin discussions of fare pricing options and estimated impacts with Metro management and Board staff
- Return before the end of the promotional period to request Board approval:
 - Schedule public hearing date
 - Fare options/fare capping released for public comment (prior to public hearing)
- Board approval of final staff recommendation that considers public hearing and comments received
- Extensive public outreach prior to launch

Coordinated Timeline





Board Report

File #: 2022-0340, File Type: Policy

Agenda Number: 42.

EXECUTIVE MANAGEMENT COMMITTEE JUNE 16, 2022

SUBJECT: METRO STREET SAFETY, DATA SHARING AND COLLABORATION POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro Street Safety, Data Sharing and Collaboration Policy (Attachment A).

ISSUE

In January 2021, the Board adopted the Metro Street Safety Policy motion, instructing staff to report back on the development of a Street Safety Policy; a countywide street safety data collection program developed in partnership with local, regional, state and federal partners; and an assessment of internal risk and liability to safety of all Metro-provided public transportation services.

The Street Safety, Data Sharing and Collaboration Policy identifies ways Metro can utilize its multiple roles and its unique countywide transportation perspective to positively impact, influence, and partner for street safety - especially for the County's most vulnerable people and for locations with a nexus to transit, including rail crossings and bus stops. The Policy includes a proposed action plan linked to these roles. This report outlines the need for safer streets, the initial goals of the policy, the agency roles that define the action plan, as well as next steps for implementation if the policy is adopted.

BACKGROUND

It is important to note that local jurisdictions and state agencies - not Metro -- plan, design, build and maintain streets and set and enforce speed limits and traffic rules. Local jurisdictions also adopt and implement street safety plans. The City of Los Angeles, for example, adopted a Vision Zero plan in 2015; Los Angeles County adopted a Vision Zero plan in 2019 for unincorporated area roads. Metro's Street Safety, Data Sharing and Collaboration Policy is therefore not intended to replicate local street safety or Vision Zero plans but is intended to synergize with them. With 88 cities and over 130 unincorporated communities within LA County, Metro actions to contribute to safe streets must work cohesively within this local as well as state and federal regulatory framework.

In January 2021 the Board passed a motion (File #2020-0928) by Directors Garcetti, Solis, Mitchell, and Bonin (Attachment B) to develop a Street Safety Policy addressing Metro's role in supporting safer streets. The motion emphasized that this work would build upon Goal 1.2 of Metro's strategic plan and identify street users' safety as a public health issue and a key factor in people's willingness to travel by transit and active transportation. The motion also recommended that

staff should focus on Metro roles that intersect with street safety in developing a policy. In response to this motion, staff initiated an interdepartmental working group to develop a Metro Street Safety Policy and Action Plan, informed by existing agency efforts, research on best practices, and initial outreach to advisory bodies, the public and partner jurisdictions and agencies.

DISCUSSION

Consequences of unsafe streets

Unsafe streets are both a public health crisis and a barrier to people accessing Metro services. According to state data 719 people were killed and 88,068 people were injured by vehicle collisions in LA County in 2019. Vehicle collisions are the fourth leading cause of **premature** death in the County--ahead of homicides, strokes, and lung cancer--and the leading overall cause of death for children aged 5-14, and the second leading cause of death for ages 15-24.

Deaths from collisions do not impact all communities in LA County equally or proportionately. Black, Latino, Native Hawaiian, and Other Pacific Islander people are disproportionately the victims of collisions. People experiencing homelessness in LA County are 10-15 times more likely to die from crashes than members of the public.

These disparities also extend to active transportation modes of travel. 329 of the 719 people killed across LA County in 2019 were walking or cycling at the time. This figure represents 46 percent of those who lost their lives, a disproportionate number given that the walk and bike share of trips in LA County is approximately 15 percent for non-commute trips and just 5 percent for commute trips. 76 percent of Metro transit riders get to their first bus or train of the day by walking, and another 4 percent by bike or skateboard. Therefore, the reality and perception of safe streets can impact people's willingness to use transit and active transportation. For references for the above data and additional data on street safety and a discussion of vision zero principles, see Attachment D.

Policy goals and structure

The Street Safety, Data Sharing and Collaboration Policy is intended to address the three requests in the Metro Street Safety Motion : development of a Street Safety Policy, a countywide street safety data collection program, and assessment of internal risk and liability to safety of all Metro-provided public transportation services. This policy recognizes Metro's unique role in LA County's transportation ecosystem. Primary responsibility for street safety rests with local jurisdictions and state agencies that own and design streets and set and enforce speed limits and traffic regulations. Metro can partner with these entities as they design and implement safer, complete streets and contribute to street safety through the agency's roles.

The policy includes four interrelated goals:

1. Improve Safety -Collaborate with local, state, and federal agencies to reduce and eliminate traffic related fatalities and serious injuries with a transit nexus such as at light rail crossings and at or near bus stops.
2. Robust Data Sharing & Analysis- Contribute to a better understanding of death, serious injury, vis a vis demographic factors and risk in the public right of way to inform and improve action by Metro and partner agencies, including a scorecard for Local Return to leverage pursuit of external grant opportunities;
3. Equity Lens - Reduce and eliminate disparities in traffic-related deaths and injuries and elevate the needs of marginalized communities and vulnerable users of the public right of way with a transit nexus such as at light rail crossings and at or near bus stops; and

4. Improve Collaboration - Advance partnership efforts to improve safety with a focus on intergovernmental coordination, including support of LA County's Street Safety Plan and City of LA's Street Safety Plan, and support pursuit of joint external grant opportunities.

Through the adoption of the policy, Metro will help advance safer streets via the agency's multiple roles. The proposed Action Plan contained in the policy, as well as in table form in Attachment C, includes draft objectives and action items for seven Metro roles:

- As Operator: partner on bus priority treatments, including bus lanes and bus stop bulb outs that protect vulnerable road users; continue to emphasize safety for transit vehicles; and provide operations data to identify unsafe locations and conditions.
- As Planner and Builder: elevate and coordinate safety considerations in Metro countywide plans and enhance Metro project delivery practices to result in safer streets.
- As Funder: elevate safety consideration throughout Metro's funding mechanisms, including tracking and encouraging use of Local Returns to advance safety.
- As Data collaborator: increase understanding of existing conditions, vulnerable road user exposure to serious injury and mortality, especially in locations with a transit nexus such as at light rail crossings and at or near bus stops, and the impacts of safety programs and interventions; develop and deploy data resources that are unique to Metro; provide information and insight to inform other aspects of this policy, especially those that target and deploy resources; provide a consistent framework to track equity considerations and improvements; and strengthen partnerships and collaboration by supporting cross-agency data compilation, analysis, and sharing
- As Legislative advocate: influence State and Federal safety policies and resources
- As Educator: proactively educate communities along Metro's light rail system.
- As Innovator: pilot and test technologies and approaches that reduce risk of death and serious injuries

Adoption of the policy will result in initial commitments to create an implementation team, for the team to further refine specific actions; and for annual reports on progress in implementing the action plan and achieving the goals of the policy.

The CEO would appoint an interdepartmental team to start implementing the policy and action plan as a first step. This team would further develop the action items, including recommending necessary targets, workplans, timelines, resource needs, and budget requests. The action plan table in Appendix C notes actions that would require further definition and detailed work planning and those that would be contingent on unidentified or uncommitted resources at the time of the draft policy preparation. For contingent/un-resourced actions, staff would be prompted to identify and seek resources in future years or defer or remove actions that are not adequately resourced.

Safe and Equitable Systems

The Street Safety, Data Sharing and Collaboration Policy comes at a time of increased focus on this issue across all levels of government. This policy will help Metro align with the *Safe Systems Approach* promulgated in the United States by FHWA. The Safe System Approach recognizes that the design and regulation of the physical environment, especially streets and vehicles-rather than individual actions of road users-is the primary factor that can reduce collisions, deaths and injuries.

This policy also recognizes the outsize burden of street collisions, injuries and deaths on vulnerable and marginalized communities and road users. As such, the policy considers equity within each section of the action plan. Policy implementation will draw upon data on disparate impacts and prioritize and center experiences of disproportionately impacted communities and road users.

Reaffirmation and Updates to Complete Streets Policy

This policy builds upon Metro Complete Streets Policy adopted in 2014 and reinforces the goals and policy intent of the existing Complete Streets Policy while also making the following changes to that policy:

- Update planning and project design procedures to incorporate consideration of all roadway users with emphasis on the most vulnerable, and to integrate safety analysis
- Provide training to assist jurisdictions with policy development and to disseminate up to date planning procedures and design guidance
- Encourage and highlight best practices in reducing death and serious injury
- Develop and disseminate a checklist and/or other complete streets and safety tools for project planning.
- Provide technical assistance to jurisdictions in completing Local Road Safety Plans

Input from Advisory Bodies, the Public and Partner Agencies

Over the summer of 2021, Metro staff briefed eleven advisory bodies, including the Policy Advisory Committee, all Service Councils, and the Public Safety Advisory Committee, about the motion's goals and the Metro roles that staff were considering leveraging. In late 2021 and 2022, staff discussed strategies with partners jurisdictions, Councils of Governments and agencies and held a public meeting to share concepts from the draft policy. Comments from advisory groups, peer agencies and the public were supportive of Metro helping improve street safety in a partnering role. Some common themes that were shared with staff included:

- Connect to regional and city efforts
- Help improve safety data so that Metro and partners working towards safety can identify needs and track effectiveness of safety strategies
- Share best practices in complete street design with local jurisdictions
- "Put teeth" into funding so that Metro funded street projects are safe
- Talk to advocates working on street safety
- Pay attention to challenges faced by those with disabilities
- Explore how to advance vehicle safety improvements

Opportunities for Funding

The Bipartisan Infrastructure Law (BIL) establishes the new Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 billion in grants over the next 5 years. This funding aims to support regional and local initiatives to prevent roadway deaths and serious injuries. The SS4A program supports US Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways.

The Notice of Funding Opportunity (NOFO) for the SS4A program has not yet been posted at the time of this report's development. Staff expects the NOFO to be released in May or June 2022, and the deadline for applications to be in August or September 2022.

Metro would be an eligible applicant for this program, as would be the Southern California Association of Governments as a Metropolitan Planning Organization, LA County and its 88 cities, transit agencies, JPAs comprising these entities, and other special districts that are subdivisions of California.

Eligible activities include the following:

- Develop or update a Comprehensive Safety Action Plan.
- Conduct planning, design, and development activities supporting an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

The SS4A program will provide opportunities for Metro to seek funding to implement a street safety policy; and for local jurisdictions to develop and fund vital street and road safety projects throughout LA County. Adoption of this policy authorizes staff to seek external funding to elaborate and implement the policy and action plan.

FINANCIAL IMPACT

Staff estimate that the implementation team's start-up and initial coordination costs to be \$50,000 already included in the FY23 Proposed Budget to be funded with Measure M 2% Active Transportation Program funds.

Costs to research and produce the first annual report are estimated to be \$150,000 and would be funded by the SS4A grant funds if successful in the application described in the Funding Opportunities section above.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Adopting and implementing a new Street Safety, Data Sharing and Collaboration Policy will advance Goal 1.2 of Vision 2028, which calls for Metro to “reduce roadway collisions and injuries.” Safer streets would also advance Goals 1 and 2 by making people feel safer and more comfortable in using transit and active transportation; Goal 3 by contributing to complete streets and safe and equitable communities; and Goals 4 and 5 through Metro partnering externally and internally on street safety strategies and data.

EQUITY PLATFORM

Once finalized, implementation of the policy can contribute to reducing disproportionate harm from unsafe streets to vulnerable demographic groups and road users. Future reporting on the actions contained in the policy will include equity analysis to ensure full understanding of how data, analysis and targeted interventions could disproportionately lead to benefit or harm to vulnerable groups and road users. This equity focused assessment will be included in progress reports prepared for this policy, will identify and recommend corrective action where needed, and commits to utilizing Metro's equity tools including the Rapid Equity Assessment and Equity Focus Communities (EFCs) maps, among others as developed.

NEXT STEPS

If the policy is adopted, staff will begin work in further developing the action plan, gathering information for a progress report, and launching action items as they become ready for implementation. In considering the best pathways for implementation, staff will consult with Councils of Governments and jurisdictions on how the action plan can best synergize with local street safety needs and plans throughout LA County. Staff will also convene community organizations, goods

movement and public safety stakeholders to receive input and recommendations for how the action plan can best address street safety concerns raised by these roadway users.

Staff will also concurrently review potential discretionary grant funding opportunities for priorities established in the Final Metro Street Safety Policy, including the upcoming SS4A grant program referenced above.

ATTACHMENTS

Attachment A: Metro Street Safety, Data Sharing and Collaboration Policy

Attachment B: January 2021 Motion (Garcetti, Solis, Mitchell and Bonin)

Attachment C: (Appendix 1: Summary of Actions)

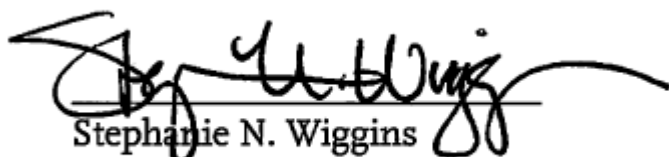
Attachment D: (Appendix 2: Data Trends and Existing Conditions)

Attachment E: (Appendix 3: Summary of Community and Partner Agency Engagement)

Attachment F: (Appendix 4: Complete Streets Discussion)

Prepared by: Mark Vallianatos, Executive Officer, Office of Innovation, (213).922.5282

Reviewed by: Bryan Sastokas, Interim Chief Innovation Officer



Stephanie N. Wiggins
Chief Executive Officer

Street Safety, Data Sharing and Collaboration Policy and Action Plan

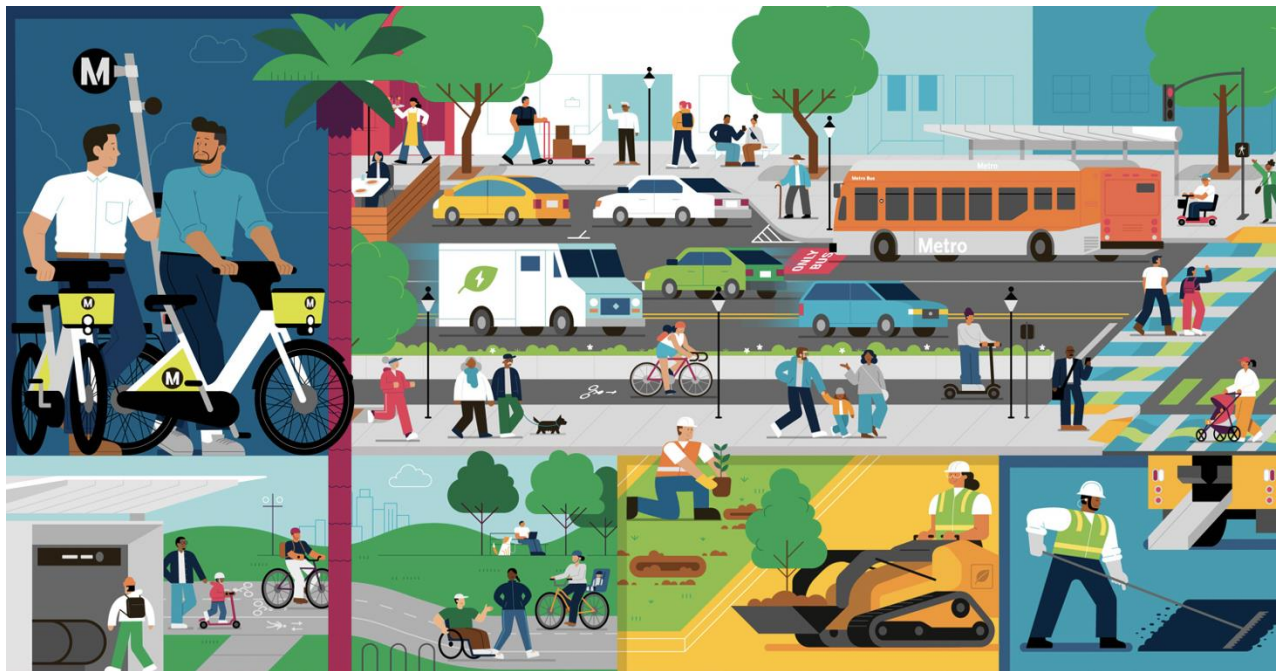


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POLICY

Policy Statement

Metro has an interest in promoting street safety through data sharing and collaboration with local, state, and federal agencies, especially in locations with a nexus to transit including rail crossings and bus stops in LA County.

Purpose

1. Improve Safety –Collaborate with local, state, and federal agencies to reduce and eliminate traffic related fatalities and serious injuries with a transit nexus such as at light rail crossings and at or near bus stops.
2. Robust Data Sharing & Analysis– Contribute to a better understanding of death, serious injury, vis a vis demographic factors and risk in the public right of way to inform and improve action by Metro and partner agencies, including a scorecard for Local Return to leverage pursuit of external grant opportunities;
3. Equity Lens – Reduce and eliminate disparities in traffic-related deaths and injuries and elevate the needs of marginalized communities and vulnerable users of the public right of way with a transit nexus such as at light rail crossings and at or near bus stops; and
4. Improve Collaboration – Advance partnership efforts to improve safety with a focus on intergovernmental coordination, including support of LA County’s Street Safety Plan and City of LA’s Street Safety Plan, and support pursuit of joint external grant opportunities.

Scope

The action plan below includes strategies to achieve the goals of this policy, linked to relevant Metro roles: these roles are transit operator, funder, planner and builder, data provider, legislative advocate, educator, and innovator.

The policy commits Metro to an annual progress report that will provide updates on all committed activities and track progress toward goals

Background and Context

The Los Angeles County Metropolitan Transportation Authority (Metro) developed this Street Safety, Data Sharing and Collaboration Policy to help improve safety for street users in Los Angeles County. In the County, vehicle collisions killed more than 700 people and injured nearly 90,000 in 2019 – an unacceptable cost of the status quo on the County’s streets. Further, these crashes are not evenly distributed, killing and injuring Black, Latino, Native Hawaiian and other Pacific islander and unhoused residents as well as people walking and cycling at greater rates than other people; this represents a major barrier to equitable transportation.

In January 2021, the Metro Board of Directors called for a Street Safety, Data Sharing and Collaboration Policy that considers Metro’s roles: including planning, funding, operations, and

legislative advocacy (File #: 2020-0928). The direction builds upon Vision 2028, the agency's strategic plan. As the transportation agency for LA County, Metro has a supporting role to promote and improve street safety. Local jurisdictions and state agencies plan, design, build and maintain streets and set and enforce speed limits and traffic rules and therefore have frontline responsibility for street safety. Local jurisdictions also adopt and implement street safety plans. The City of Los Angeles, for example, adopted a Vision Zero plan in 2015; Los Angeles County adopted a Vision Zero plan in 2019 for unincorporated area roads. Metro does not control direct 'levers' of safety, and this Street Safety, Data Sharing and Collaboration Policy is not the same as local street safety or local jurisdiction Vision Zero plans. Instead, this policy identifies ways Metro can utilize its multiple roles and its unique countywide transportation perspective to positively impact, influence, and partner for street safety – especially for the County's most vulnerable people and at locations with a transit nexus such as at light rail crossings and at or near bus stops.

In developing the policy, Metro staff identified and explored the agency's multiple roles to advance street safety; these roles are transit operator, funder, planner and builder, data provider, legislative advocate, educator, and innovator. Objectives and actions for each of these roles are described in the policy. Each role involves a separate, but overlapping area of influence, that when implemented, is designed to improve safety outcomes for all street users in the County.

In carrying out this policy, Metro will assist and encourage local safety policies and programs. Many jurisdictions have adopted Vision Zero Plans or similar programs over the prior decade, utilizing their roles as owners of local streets to redesign roadways and infrastructure with a goal of reducing crashes and ultimately eliminating traffic deaths. These plans and programs align with Metro's own safety principles, to reduce crashes and crash severity and protect the most vulnerable street users, established through Vision 2028, the 2014 Metro Complete Streets Policy and other plans.

Given the multifaceted functions of Metro, strategies and actions are described and organized by functional role (operator, funder, etc.). A collected summary of activities, goals, responsible party, and required resources is included as Attachment C.

Why A Safe Systems Approach?

The Safe Systems approach embodies the current best practices in safety by incorporating safety into all aspects of the transportation system, including the five main elements: safe users, safe vehicles, safe speeds, safe street design, and post-crash care.

The core principles of Safe Systems create the underpinnings of the Vision Zero strategies by affirming that, along with other principles, no death or serious injury is acceptable and by acknowledging that road users are vulnerable and make mistakes.

The Street Safety, Data Sharing and Collaboration Policy comes at a time of increased focus on this issue across all levels of government. Of particular note, this policy explicitly endorses the **Safe Systems Approach** promulgated in the United States by FHWA and seeks to adopt various aspects of that approach within the context of Metro activities.

This policy recognizes the outsize burden of street violence on vulnerable and marginalized communities and road users. As such, the policy considers equity within each section of the action plan. Informed by state data on vehicle collisions and County mortality records, the policy takes account of currently existing inequities, whereby Black, Latino, Native Hawaiian and Other Pacific Islander residents, people experiencing homelessness, youth, males and people walking and cycling are more likely to be killed and injured while using streets.¹ Other

vulnerable populations including people with disabilities and seniors have their mobility curtailed because of unsafe street conditions. (See Appendix 2, Data Trends and Existing Conditions). As such, policy implementation will prioritize and center experiences of disproportionately impacted communities and road users including detailed tracking, analysis, and if necessary, corrective action going forward.

This policy recognizes Metro's unique role in LA County's transportation ecosystem. The actions in this policy center ways that Metro can optimize its functions as Countywide transportation authority and on opportunities for Metro to partner and support local jurisdictions in their street safety efforts. In addition to specific actions included, the policy commits to consider impacts and potential enhancements related to street safety in all agency functions. As such, future activities not specifically described here may be developed and described in future progress reports.

This policy is similar in intent and structure to the Metro Complete Streets Policy adopted in 2014. This policy reinforces the goals and policy intent and includes updates to the Complete Streets Policy as described in Attachment F.

Roles and Responsibilities

Upon approval of the policy, the CEO will designate a team with responsibility for executing the policy. The team will be responsible for development, execution and reporting of all actions included in the policy, including annual progress reports. All of the actions in this policy require varying levels of coordination and partnership with other public agency and private sector entities. Metro's role as lead, partner, or support is included for each action in the Action Plan.

¹ *Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2021. <https://tims.berkeley.edu/>*

ACTION PLAN

This action plan is presented and organized by functional roles within Metro, and describes objectives, actions, and next steps. It further includes a brief equity discussion for each role. The action plan across all roles is compiled in tabular form in Appendix 1. The table notes actions that require further definition and detailed work planning, as well as those that are contingent on resources that are unidentified or uncommitted at the time of policy preparation. Items noted as such will be further developed by staff and described in future progress reports. For contingent/un-resourced actions, staff is prompted to identify and seek resources in future years, or to defer or remove actions that are not adequately resourced.

1. Operator

Metro's transportation operations span the geography of Los Angeles County and provides multiple modes of transit including bus and rail, and shared mobility options of Metro Micro and bike share.

OBJECTIVES

Support all goals of this policy by:

- > Continuing progress on implementing bus priority treatments that protect vulnerable road users
- > Enhancing Metro's safety emphasis for transit vehicle operations
- > Utilizing operations data and Improving data collection

ACTIONS

1. Continue to evaluate opportunities to deliver bus priority treatments that have safety improvements along corridors that have a history of collisions. *Metro Role: Partner*
2. Continue to explore and test new bus safety technologies that may provide ways to prevent collisions and injuries involving transit passengers and vulnerable road users. *Metro Role: Lead*
3. Build out and fully utilize Metro transit operations data capacity. Data will be used to:
 - a. Identify specific locations for immediate safety interventions (e.g., hazard removal) as well as medium- or longer-term infrastructure improvements in collaboration with jurisdictions
 - b. Inform Metro plans and capital projects
 - c. Provide better understanding of incidents to improve training protocols and day-to-day operational practice*Metro Role: Lead*
4. Identify and address deficiencies in current Metro data collection and analyses systems. Includes developing specific recommendations to augment Metro data and analysis resources as needed. *Metro Role: Lead*

5. Integrate Metro transit data with other data compilation and analysis activities within this policy and coordinate and collaborate with other Metro policies.
Metro Role: Lead

EQUITY

Like other people walking or rolling, Metro riders are often exposed to unsafe street conditions and after their transit trip. Data collection is a building block for understanding where disproportionate impacts occur. The above actions center on collecting and utilizing data with the goal of remedying any currently unidentified safety issues in the county from a public transportation operations' perspective. As Metro's core ridership is predominantly low-income and BIPOC, disaggregated sociodemographic data is critical to a disproportionate impacts analysis. Future reporting on these actions will include equity analysis to ensure full understanding of how data, analysis and targeted interventions that ensue are resulting in benefit or harm. This equity focused assessment will be included in progress reports prepared for this policy and will identify and recommend corrective action where needed and commit to utilizing Metro's equity tools including the Rapid Equity Assessment, Equity Planning and Evaluation Tool, and Equity Focus Communities (EFCs) maps, among others as developed.

NEXT STEPS/REPORTING

Metro will develop reporting criteria related to safety changes associated with bus priority treatment projects. These criteria will include the type of roadway change made and the effect on the number of reported collisions after the treatments were installed. Staff will also develop reporting criteria related to new safety technologies piloted and implemented on its vehicles.

The first progress report prepared pursuant to this policy will provide detailed set of recommendations related to operational data capabilities and will include specific resource requirements at that time. Updates on all activities described will be included in future progress reports prompted by this policy.

2. Planner/Builder

Another Metro function is the countywide planner and builder of transportation infrastructure including bus rapid transit, rail, highway, and active transportation projects. This role encompasses the transit project delivery phases from early planning through construction. This regional perspective for planning, evaluating and building transit projects uniquely positions Metro to support and partner on street safety issues around the county. This policy does not change Metro's 2013 Supplementary Modifications to Transit Projects Policy which addresses requests for Metro to pay for upgrades to third party facilities (betterments).

OBJECTIVES

Support all goals of this policy by:

- > Elevating and coordinating safety considerations in Metro countywide plans
- > Enhancing Metro project delivery practices to result in safer streets

ACTIONS

1. Coordinate and align street safety goals across multiple Metro planning functions. Specifically, goals established in this policy will be coordinated through the concurrent development of the Active Transportation Strategic Plan

- (ATSP) and incorporated in future updates of the Long Range Transportation Plan and Metro’s updates to its Strategic Plan, and other plans.
2. Currently, Vision 2028, Metro’s Strategic Plan, states Metro’s commitment to street safety and reduction of collisions and injuries on transit and on streets, which this policy supports. *Metro Role: Lead*
 3. Overlay Metro countywide mode-specific plans such as ATSP, Goods Movement, Bus Rapid Transit. Work with municipalities and partner agencies to prompt the development and implementation of more holistic complete streets network plans, including dedicated curbside areas for deliveries. *Metro Role: Partner*
 4. Continue and refine current First/Last Mile (FLM) program efforts which provide a street safety lens for Metro transit project planning. Specifically, consistently deploy newly developed methodology within FLM plans to identify and appropriately address safety issues in future station areas. *Metro Role: Partner*
 5. Review and improve, where possible, current safety-focused methodologies in Metro Highway Program project delivery functions wherein Metro plans, designs, and environmentally clears projects to be implemented/maintained by other agencies. Specifically, this review will consist of utilizing planning techniques deployed or required by various partner agencies on highway projects and may further consist of adapting practices utilized in FLM planning or in other non-highway efforts. *Metro Role: Partner*
 6. Develop and promulgate a consistent standard for temporary active transportation facilities when construction of Metro projects necessitates disruption of existing facilities. This standard will have the effect of providing a minimum baseline comparable to currently existing common local standards, but will also require:
 - a. Consideration of all modes/users of the roadway with emphasis on reducing harm to vulnerable users
 - b. Minimizing detours and closures affecting people walking, riding bicycles, people with disabilities and/or using mobility devices.
Metro Role: Partner
 7. Identify opportunities to more effectively address issues identified in transit operational data including:
 - a. Incorporating street design improvements in Metro capital projects
 - b. Exchange data with organizations for their use in Vision Zero and related programs
 - c. Consideration as a project selection criterion in discretionary funding programs
 - d. Establishing clear points of contact with all affected cities to address reported issues
Metro Role: Partner

EQUITY

Equity considerations within planning and project delivery functions vary greatly by context. Some actions described here relate to countywide and long-range planning activities. These actions have the effect of setting/refining safety goals and directing resources. As roadway deaths and serious injuries disproportionately affect vulnerable populations, this policy commits

to a detailed analysis and reporting on impacts across communities to allow for corrective action over time. Analysis will utilize and/or be informed by Metro equity tools. For project specific activities, such as identifying and addressing safety hotspots within a given project’s footprint, robust community involvement will identify and prompt specific interventions to meet project-specific and community needs.

NEXT STEPS/REPORTING

The ATSP update incorporating safety goals is anticipated to be adopted in Spring 2023. Opportunities to promote multimodal network planning activities will be explored with any recommendations for subsequent action in the first progress report for this policy. Highway Program planning methodology utilization of safety techniques is intended to be an on-going process, with any specific changes to be reported in future progress reports. The first progress report under this policy will provide a detailed update on a standard for temporary facilities including specific steps to formalize the standard.

3. Funder

As a critical public transportation funder in LA County, Metro administers local, state and federal funds for transportation projects. Metro provides pass-through funding to local jurisdictions for street improvements and safety enhancements, including Local Returns. Metro also manages discretionary funding programs.

OBJECTIVES

Support Goals for by elevating the consideration of safety throughout Metro’s funding mechanisms.

ACTIONS

1. Refine safety related criteria and requirements in Metro discretionary, competitive funding programs. Refinements may include geographic targeting to preference funding safety improvements to identified hot spots, requirements for all participating projects such as integration of best practices for project design. *Metro Role: Lead*
2. Track and encourage use of Local Returns for safety improvements. Develop ways to track and report how funded projects are addressing street safety, such as a score card. *Metro Role: Support*

EQUITY

Metro funding programs have broad reach and as such mirror equity consideration for street safety. These programmatic and countywide considerations are described in the “Data Trends and Justifications” section, which further notes disproportionate impacts across a number of marginalized and vulnerable populations. As such, this policy commits to on-going and detailed assessment of benefit and potential harm to vulnerable and/or marginalized communities, and to corrective action where needed. Metro’s existing equity assessment tools will be utilized to understand where any disproportionate impact is occurring related to benefits or harms to communities. Any future equity assessment tools that Metro develops would also be utilized.

NEXT STEPS AND REPORTING

Refinements to discretionary programs will be integrated on an on-going basis as each applicable program is prepared for its next funding cycle.

Specific steps to highlight, encourage, and report on best practices for Metro funded projects will be refined and developed by staff and included in the first progress report under this policy. Tools, analysis, and resources that may be applied to funding programs will be considered by Metro staff and described in future progress reports.

3. Data Collaborator

Metro gathers and shares information on its services and programs and hosts Los Angeles County Regional Integration of Intelligent Transportation Systems (RIITS), which provides data sets related to arterial traffic and multi-modal travel patterns. There is an opportunity to enhance the utility of Metro data for safety efforts by collaborating with partners and filling gaps in the safety data ecosystem, especially.

OBJECTIVES

Support all goals of this policy by improving data availability and tools that will help Metro and its partners:

- > increase understanding of existing conditions, vulnerable road user exposure to serious injury and mortality, and the impacts of safety programs and interventions.
- > develop and deploy data resources that are unique to Metro
- > provide information and insight to inform other aspects of this policy, especially those that target and deploy resources (e.g., for funding programs)
- > provide a consistent framework to track equity considerations and improvements; and
- > strengthen partnerships and collaboration by supporting cross-agency data compilation, analysis and sharing

ACTIONS

This policy proposes detailed assessment and collaboration to advance the state of the street safety data landscape in LA County. This will allow Metro and partners to better understand the needs to identify, collect, analyze, and maintain street safety related data assets, as well as how that data can be used to inform decisions and investments that equitably advance street safety in Los Angeles County. Metro can contribute unique data in some areas (e.g. data derived from transit operations), can convene other entities with data functions, and can prioritize data collection and sharing related to and locations with a transit nexus such as at light rail crossings and at or near bus stops. This effort will require participation and concurrence of multiple agencies and disciplines in LA County. For example, local jurisdiction departments such as public works, public health, public safety, planning, transportation, etc. will all need to participate and be committed to advancing street safety data collection and analysis. Regional, state, and federal representatives should also be part of the effort to ensure alignment across the region. Data and analysis activities can be further informed through community level discussion, especially among populations most affected by traffic violence. Metro will convene collaborative process to:

1. Develop methodologies for analyses such as deploying a standard of disaggregated demographic data collection. *Metro Role: Partner*
2. Promote data collection and reporting by jurisdictions throughout Los Angeles County, including identifying opportunities to promote and support active transportation user counts especially by local jurisdictions *Metro Role: Support*

3. Encourage collection and metrics specific to equity considerations such as demographic data collection and analysis of disproportionate impact. *Metro Role: Support*
4. Partner with federal, state, regional, and local stakeholders who are also seeking to improve data collection and advance street safety. *Metro Role: Partner*
5. Develop opportunities to utilize RIITS to better link and share travel, speed and safety data and generally consider and develop approaches to make data easily available. *Metro Role: Partner*
6. Craft a data implementation plan comprised of the above and other actions determined by the team, and to be included in future updates prepared under this policy. *Metro Role: Partner*

EQUITY

Through data collection, analyses, and applications, this policy seeks to recognize and eliminate disparities in data collection, transportation access and investment, and exposure to crashes that result in serious injuries and fatalities. Implementation of these actions will include deploying Metro equity tools such as the Rapid Equity Assessment, Equity Planning and Evaluation Tools, use of EFC maps, analysis of demographic data to understand disproportionate impacts in greater detail. Metro will seek input and information exchange with communities and populations most affected by traffic violence.

NEXT STEPS/REPORTING

Through collaborative process, protocols for data collection and analyses, as well as Street Safety, Data Sharing and Collaboration Policy driven applications will be established. Future progress reports will include a data implementation plan and status updates from the Governance Team.

4. Legislative Advocate

Metro’s strategic legislative advocacy role is focused on advancing and protecting Metro’s authority and the transportation interests and priorities of Los Angeles County in line with Board-directed goals outlined in Vision 2028 Strategic Plan, the Long-Range Transportation Plan (LRTP), Equity Platform, and other Metro policies and plans.

OBJECTIVES

Support Street Safety goals by influencing State and Federal safety policies and resources.

ACTIONS

1. Metro’s 2022 State and Federal Legislative Programs include a goal to “[m]onitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities.” Upon adoption of a new Metro Street Safety, Data Sharing and Collaboration Policy, future annual legislative programs should include a goal to advance implementation of the Street Safety, Data Sharing and Collaboration Policy. *Metro Role: Support*

EQUITY

Legislation that does not consider the disproportionate harm to vulnerable individuals could perpetuate disproportionate impact from unsafe streets. Review of pending legislation will use Metro's equity tools such as the Rapid Equity Assessment and EFC maps to assess disproportionate or unintended impacts from new legislation.

NEXT STEPS/ REPORTING

Future progress reports will include tracking how many and which bills and regulatory processes advancing street safety and street safety equity Metro supported, and how many passed. Additionally, staff will develop detailed legislative strategies to address disparities and measure impact of those strategies. The first progress report under this policy will assess and present a baseline for disproportionate impacts for all relevant overburdened populations, including but not limited to BIPOC, older adults and youth, people with disabilities, people walking and cycling, and people experiencing homelessness. In determining potential items for the agency's annual legislative strategy, Metro will consult with affected populations and communities, following best practices from Metro's Community-Based Organization Partnering Strategy. Staff will research and track legislation that can reduce disparities and advocate to ensure that local, state and federal legislation improve equity in street safety.

5. Educator

Metro's function in community education centers on increasing transit safety awareness and providing education to residents of Los Angeles County who interact with Metro's public transportation system through various safety programs. Metro's programs include rail safety for street-running light rail alignments (Metro A Line, E Line, L Line and new Crenshaw/LAX Line).

OBJECTIVES

Supports safety goal by:

- > Proactively educating communities along Metro's light rail system.

ACTIONS

1. Provide online and in-person transit safety education to schools, recreation centers, libraries, community centers within a 1.5-mile radius of at-grade rail lines. *Metro Role: Lead*
2. Provide transit safety education to senior centers, and independent living facilities throughout Los Angeles County. *Metro Role: Lead*
3. Collaborate with Operations and Corporate Safety to evaluate trends & create safety outreach. *Metro Role: Lead*
4. Conduct educational and marketing campaigns focused on transit safety, including September Rail Safety Month. Campaigns will be targeted on digital & social media platforms, including Twitch.TV, Facebook, Instagram, Snapchat, Connected TV, and YouTube. Additional outreach targets ads at grocery stores and gas stations, for transit riders and drivers. *Metro Role: Lead*
5. Continuous engagement at local community events within a 1.5-mile radius of at-grade Metro rail lines. *Metro Role: Lead*
6. Provide hands on travel training for teachers, students, older adults, and community members as requested. *Metro Role: Lead*

7. Deploy Rail Safety Advisors to conduct safety outreach on Metro’s new street-running rail lines, extensions to existing light rail lines and special projects such as intersection evaluation for grade crossing gates and pedestrian swing gates.

Metro Role: Lead

EQUITY

Trains, vehicular, and pedestrian incidents along Metro’s at-grade rail lines impact populations, disproportionately impacting BIPOC, older adults and youth, people with disabilities and people experiencing homelessness. As such, Community Education & Mobility Programs, Arts + Community Enrichment Team will continue to develop outreach methods that address any potential disparities in its efforts to provide transit safety education to the populations mentioned above and that frequent at-grade rail lines. All educational printed materials and presentations are provided in Spanish and other heavily used languages. In addition, the team will evaluate the impact of its existing and new outreach methods with a priority for marginalized groups within Equity Focused Communities.

NEXT STEPS/ REPORTING

Upon adoption of this policy, Metro will coordinate with other local agency partners, assess the effectiveness of on-going efforts countywide, and determine the need and role for any new or augmented public awareness activity. Metro will additionally develop and execute trainings and professional exchange activities where necessary and valuable. Of note, other provisions of this policy may prompt specific training program needs. Specific activities may be recommended to the Board either on an ad-hoc basis or in the context of the first annual progress report related to this policy.

6. Innovator

Metro’s mission is world class transportation, and the agency conducts pilot projects and partnerships to help innovate and improve mobility in LA County.

OBJECTIVES

Support all goals of this policy by piloting and testing technologies and approaches that reduce risk of death and serious injuries with emphasis on reversing disproportionate harm to vulnerable populations and road users and improving safety for locations with a transit nexus such as at light rail crossings and at or near bus stops.

ACTIONS

1. Work with local jurisdictions, agencies, and vendors/manufacturers to identify and advance promising connected vehicle technology and intelligent transportation systems that improve street safety, including through partnerships, unsolicited proposals and RFIs. *Metro Role: Support*
2. Pilot vehicle safety technologies such as advanced emergency braking, emergency lane keeping assist, intelligent speed assistance and drowsiness and distraction detection on select Metro, local agencies’, and private entities’ vehicles; track their performance and consider implementing those that improve safety and reduce risk across fleets. *Metro Role: Partner*
3. Monitor developments in semi-autonomous and autonomous vehicle technology to encourage that they are deployed in a way that improve the speed and reliability of transit and that they are not deployed on public streets if they cannot adequately detect and protect pedestrians, cyclists and persons

using wheelchairs and other mobility assistance devices. Metro can also encourage autonomous vehicles in urban areas be introduced in shared fleets so that they can be well-regulated and actualize the promise of reductions in vehicles, parking, and congestion. *Metro Role: Support*

EQUITY

Metro will develop more detailed strategies to use innovation methods to address disparities and measure impact of those strategies. For example, pilots related to micro-transit, camera bus lane enforcement and other innovations that can impact street safety can collect demographically disaggregated data. Subsequent reports will assess progress. In designing safety innovation programs, staff will consult with affected populations and communities utilizing best practices from Metro’s Community-Based Organization Partnering Strategy; and will provide technical assistance to under-resourced jurisdictions and communities to help them to participate in applications and pilot programs (methodology to be developed in first annual report). Staff will seek to identify, assess and pilot innovations such as new technologies and partnerships in ways that can reduce disparities in injuries and deaths.

NEXT STEPS/ REPORTING

Future progress reports will provide updates on technologies that Metro has tested and unsolicited and solicited or solicited proposals on street safety that Metro has received. Further, staff will identify best practices for identifying locations that have reduced deaths and injuries informed by approaches for consideration.



Board Report

File #: 2020-0928, File Type: Motion / Motion Response

Agenda Number: 55.

**REGULAR BOARD MEETING
JANUARY 28, 2021**

Motion by:

DIRECTORS GARCETTI, SOLIS, MITCHELL, AND BONIN

Metro Street Safety Policy

Street safety is a growing concern for communities across the globe. L.A. County vehicle crashes injured more than 91,000 people and killed 860 people in 2017. Traffic crashes are the leading cause of death for children ages 5-14 and the fourth-leading cause of premature death overall. In low-income communities and communities of color, impacts of vehicle crashes are often more severe because of inadequate infrastructure and higher vehicular speeds resulting from decades of inequitable transportation investments. To address street safety, L.A. County and many cities within the county have adopted street safety policies.

Metro's Vision 2028 Strategic Plan includes initiative 1.2.E to improve safety on the transit system and reduce roadway collisions and injuries. This initiative will be of increasing importance as the agency recovers from the COVID-19 pandemic. Safety and perception of safety will influence mode choice as people return to more daily travel. Street users need to feel safe accessing the Metro system. The risk of increasing Vehicle Miles Traveled during COVID-19 recovery is a pending threat to meeting the aggressive climate goals dictated by SB 375. Metro will benefit from working with state and local efforts to make streets safer.

Metro does not regulate local streets but can support safer streets within L.A. County through:

- Interfacing with the local public right-of-way, especially through Metro Bus Rapid Transit, Active Transportation Corridors, First/Last Mile projects, and Highway projects
- Funding priorities for local projects
- Transportation operations, Transportation Demand Management, and public outreach and engagement
- State and federal advocacy

SUBJECT: METRO STREET SAFETY POLICY

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Mitchell, and Bonin that the Board of Directors direct the CEO, in consultation with the Executive Officer for Equity and Race, to report back on:

- A. Developing a Street Safety Policy addressing the points discussed above;
- B. Creating a countywide data collection program, working in partnership with SCAG, L.A. County Department of Public Health, RIITS, and any other local, state, or federal partners, to design a program to document and analyze serious injuries and fatalities from transportation; and
- C. Assessing internal risk and liability to safety of all Metro-provided public transportation services.

Street Safety, Data Sharing and Collaboration Policy Attachment C

Appendix 1: Summary of Actions

Draft



Appendix 1: Summary of Actions

ACTION	GOAL	RESPONSIBILITY	ACTIVITY STATUS (NEW OR ONGOING)	LEVEL OF EFFORT FOR NEW ACTIVITIES (LOW, MEDIUM, HIGH)
GENERAL COORDINATION				
Name Street Safety Lead and Coordination Team	Safety / Collaboration	CEO	NEW	LOW
Develop and execute actions	Safety/ Data	COORDINATION TEAM	NEW	HIGH
Prepare annual report	Safety / Data / Equity	COORDINATION TEAM	NEW	HIGH
1. OPERATOR				
Continue to evaluate opportunities to deliver bus priority treatments that have safety improvements along corridors that have a history of collisions.	Safety / Data / Equity / Collaboration	OPERATIONS	ONGOING	N/A
Continue to explore and test new bus safety technologies that may provide ways to prevent collisions, injuries and deaths involving passengers and vulnerable road users.	Safety / Data / Equity / Collaboration	OPERATIONS	ONGOING	N/A
Build out and fully utilize Metro transit operations data capacity. Data will be used to: <ul style="list-style-type: none"> > Identify specific locations for immediate safety issues as well as infrastructure improvements in partnership with jurisdictions > Inform Metro plans and capital projects 	Safety / Data / Equity / Collaboration	DATA GOVERNANCE TEAM	NEW	HIGH

> Provide better understanding of incidents to improve training protocols and day-to-day operational practice				
Identify and address deficiencies in current Metro data collection and analyses systems. Includes developing specific recommendations to augment Metro data and analysis resources as needed	Safety / Data / Equity / Collaboration	DATA GOVERNANCE TEAM	NEW	MEDIUM
Integrate Metro transit data with other data compilation and analysis activates within this policy and coordinate and collaborate with other Metro policies	Safety / Data / Equity / Collaboration	DATA GOVERNANCE TEAM	NEW	HIGH
2. PLANNER/BUILDER				
Coordinate and align street safety goals across multiple Metro planning functions. Specifically, goals established in this policy will be coordinated through the concurrent development of the ATSP and incorporated in future updates of the Long Range Transportation Plan and Metro's updates to its Strategic Plan. Currently, Vision 2028, Metro's Strategic Plan, states Metro's commitment to street safety and reduction of collisions and injuries on transit and on streets, which this policy supports.	Safety / Data / Equity / Collaboration	PLANNING	NEW	MEDIUM
Overlay Metro countywide mode-specific plans such as Active Transportation Strategic Plan (ATSP), Goods Movement, Bus Rapid Transit. Work with municipalities and partner agencies to prompt the development of more holistic complete streets network plans.	Safety / Data / Equity / Collaboration	PLANNING	NEW	MEDIUM
Continue and refine current First/Last Mile (FLM) program efforts which provide a street safety lens for Metro transit project planning. Specifically, consistently	Safety / Data / Equity / Collaboration	PLANNING	ONGOING	N/A

deploy newly developed methodology within FLM plans to identify and appropriately address safety issues in future station areas.				
Review and improve, where possible, current safety-focused methodologies in Metro Highway Program project delivery functions wherein Metro plans, designs, and environmentally clears projects to be implemented/maintained by other agencies. Specifically, this review will consist of utilizing planning techniques deployed or required by various partner agencies on highway projects and may further consist of adapting practices utilized in FLM planning or in other non-highway efforts.	Safety / Data / Equity / Collaboration	PLANNING	NEW	MEDIUM
Develop and promulgate a consistent standard for temporary active transportation facilities during construction of Metro projects. This standard will have the effect of providing a minimum baseline comparable to currently existing common local standards, but will also require: <ul style="list-style-type: none"> > Consideration of all modes/users of the roadway with emphasis on reducing harm to vulnerable users > Minimizing detours and closures affecting people walking, riding bicycles, people with disabilities and/or using mobility devices. 	Safety / Data / Equity / Collaboration	PLANNING & PROGRAM MANAGEMENT	NEW	HIGH
Identify opportunities to more effectively address issues identified in transit operational data including: <ul style="list-style-type: none"> > Incorporating street design improvements in Metro capital projects 	Safety / Data / Equity / Collaboration	DATA GOVERNANCE TEAM	NEW	HIGH

<ul style="list-style-type: none"> > Exchanging data with organizations for their use in Vision Zero and related programs > Consideration as a project selection criterion in discretionary funding programs > Establishing clear points of contact with all affected cities to address reported issues 				
3. FUNDER				
Refine safety related criteria and requirements in Metro discretionary, competitive funding programs. Refinements may include geographic targeting to preference funding safety improvements to identified hot spots, requirements for all participating projects such as integration of best practices for project design.	Safety / Equity / Collaboration	PLANNING	NEW	MEDIUM
Encourage and highlight best practices for Local Return. Consider and develop ways to track and report how funded projects are addressing safety needs.	Safety / Equity / Collaboration	PLANNING	NEW	MEDIUM
4. DATA COLLABORATOR				
Develop methodologies for analyses such as deploying a standard of disaggregated demographic data collection	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	HIGH
Promote data collection and reporting by jurisdictions throughout Los Angeles County, including identifying opportunities to prompt and support active transportation user counts especially by local jurisdictions	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	HIGH

Encourage collection and metrics specific to equity considerations such as demographic data collection and analysis of disproportionate impact.	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	MEDIUM
Partner with federal, state, regional, and local stakeholders who are also seeking to improve data collection and advance street safety	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	MEDIUM
Develop opportunities to utilize RIITS to better link and share travel, speed and safety data and generally consider and develop approaches to make data easily available.	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	HIGH
Craft a data implementation plan comprised of the above and other actions determined by the team, and to be included in future updates prepared under this policy	Safety / Data / Equity / Collaboration	CONSORTIUM	NEW	HIGH
5. ADVOCATE				
Metro's State and Federal Legislative Programs include a goal to "[m]onitor and support legislation that would authorize the cities and unincorporated areas of Los Angeles County to develop and implement strategies to reach Vision Zero goals of improving safety and eliminating traffic-related fatalities." Upon adoption of a new Metro Street Safety, Data Sharing and Collaboration Policy, future annual legislative programs should include a goal to advance implementation of the Street Safety, Data Sharing and Collaboration Policy.	Safety	GOVERNMENT RELATIONS	ONGOING	N/A
6. EDUCATOR				

Provide online and in-person transit safety education to schools, recreation centers, libraries, community centers within a 1.5-mile radius of at-grade rail lines.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
Provide transit safety education to senior centers, and independent living facilities throughout Los Angeles County.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
Collaborate with Operations and Corporate Safety to evaluate trends & create safety outreach.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
Conduct educational and marketing campaigns focused on transit safety, including September Rail Safety Month. Campaigns will be targeted on digital & social media platforms, including Twitch.TV, Facebook, Instagram, Snapchat, Connected TV, and YouTube. Additional outreach targets ads at grocery stores and gas stations, for transit riders and drivers.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
Continuous engagement at local community events within a 1.5-mile radius of at-grade Metro rail lines.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
Provide hands on travel training for teachers, students, older adults, and community members as requested.	Safety	Community Education & Mobility Programs,	ONGOING	N/A

		Arts + Community Enrichment Team		
Deploy Rail Safety Guides.	Safety	Community Education & Mobility Programs, Arts + Community Enrichment Team	ONGOING	N/A
7. INNOVATOR				
Continue to work with the local jurisdictions, agencies, and vendors/manufacturers to identify and advance promising connected vehicle technology and intelligent transportation systems that improve street safety, including through partnerships, unsolicited proposals and RFIs.	Safety / Data / Equity / Collaboration	OFFICE OF INNOVATION & OPERATIONS	ONGOING	N/A
Pilot vehicle safety technologies such as advanced emergency braking, emergency lane keeping assist, intelligent speed assistance and drowsiness and distraction detection on select Metro, local agencies', and private entities' vehicles; track their performance and consider implementing those that improve safety and reduce risk across fleets.	Safety / Data / Equity / Collaboration	OFFICE OF INNOVATION & OPERATIONS	NEW	HIGH
Monitor developments in semi-autonomous and autonomous vehicle technology to encourage that they are deployed in a way that improve the speed and reliability of transit and that they are not deployed on public streets if they cannot adequately detect and protect pedestrians, cyclists and persons using wheelchairs and other mobility assistance devices. Metro can also encourage autonomous vehicles in	Safety / Data / Equity / Collaboration	OFFICE OF INNOVATION & OPERATIONS	ONGOING	N/A

urban areas be introduced in shared fleets so that they can be well-regulated and actualize the promise of reductions in vehicles, parking, and congestion.				
COMPLETE STREETS				
Refine and make available tools, trainings, and other resources as prompted in the updated Complete Streets Policy	Safety / Data / Equity / Collaboration	PLANNING	NEW AND ONGONG	MEDIUM

Street Safety, Data Sharing and Collaboration Policy Attachment D

Appendix 2: Data Trends and Existing Conditions



Data Trends and Best Practices

Consequences of Unsafe Streets

According to state data, 719 people were killed and 88,068 people were injured by vehicle collisions in LA County in 2019.¹ Vehicle collisions are the fourth leading cause of **premature** death in the County, ahead of homicides, strokes, and lung cancer.² This is due to the fact that collisions harm people of all ages. Crashes are in fact the leading cause of death for children aged 5-14, the second leading cause of death for ages 15-24 and the fourth leading cause of death for those 25-45.

Deaths from collisions are also not equitably distributed. According to research by UCLA, Black people, who are 8.6 percent of Los Angeles City's population, were 14.1 percent of those killed by collisions between 2013 and 2017.³ Traffic violence also ranks as a particularly high cause of death for Latino and Hawaiian Native and Other Pacific Islanders residents.⁴ People experiencing homelessness in LA County were approximately 10 to 15 times more likely to die from traffic collisions than the general public.⁵

There are also disparities in deaths and injuries by mode of travel. 329 of those killed across LA County in 2019 were walking or cycling.⁶ This represents 46% of those who lost their lives, a disproportionate number given that the walk and bike share of trips in LA County is approximately 15 percent for non-commute trips and 5 percent for commute trips.⁷

During 2020, when there was significantly less driving, deaths from collisions in the City of Los Angeles were just three percent lower than in 2019. LADOT officials attribute this to a "pandemic of speeding" during times when fewer cars were on the road.⁸ In 2021, deaths from collisions rose to be 19% higher than in 2020 and 21% higher than in 2019.⁹ This troubling trend of increasing traffic deaths also occurred across California and nationally in 2021.¹⁰

¹ *Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2021. <https://tims.berkeley.edu/>*

² *County of Los Angeles Department of Public Health. Patterns of Mortality in Los Angeles County, 2008-2017. Appendixes B3, C1 and C3. December 2019.*

³ *Madeline Brozen and Annaleigh Yahata Ekman. The Need to Prioritize Black Lives in LA's Traffic Safety Efforts. UCLA Lewis Center for Regional Policy Studies. December 2020. <https://www.lewis.ucla.edu/research/black-lives-la-traffic-safety/>*

⁴ *Patterns of Mortality.*

⁵ *Los Angeles County Department of Public Health, Center for Health Impact Evaluation, Recent Trends In Mortality Rates and Causes of Death Among People Experiencing Homelessness in Los Angeles County, January 2021. http://www.publichealth.lacounty.gov/chie/reports/HomelessMortality2020_CHIEBrief_Final.pdf*

⁶ *Transportation Injury Mapping System (TIMS)*

⁷ *US Census 2018 for commute; National Household Travel Survey - California 2017 for other trips.*

⁸ *Ryan Fonseca. "Traffic Was Historically Low In 2020. The Death Toll On LA's Streets Was Not." LAist. April 29, 2021. <https://laist.com/news/transportation/2020-traffic-deaths-los-angeles-pandemic>*

⁹ *Dakota Smith. "Hundreds Die in L.A. Traffic Crashes in 2021. Is Vision Zero a failure? Los Angeles Times. January 9, 2022. <https://www.latimes.com/california/story/2022-01-09/traffic-deaths-vision-zero-garcetti>*

¹⁰ *Saul Gonzalez. "Traffic Deaths in California Are on the Rise. Here's How LA and Other Big Cities Are Trying to Change That." KQED. February 4, 2022.*

Pedestrian deaths in particular have increased in Los Angeles County and nationwide in recent years.¹¹ Some likely causes of this rise are an increase in the size, height and engine power of passenger vehicles, which contribute to more deadly vehicle-pedestrian collisions;¹² as well as relatively slow progress in transforming the road grid in LA County into complete streets with infrastructure that is safe for all road users.¹³

76 percent of Metro transit riders get to their first bus or train of the day by walking, and another 4 percent by bike or skateboard.¹⁴ The reality and perception of safe streets therefore can impact people's willingness to use transit in addition to their willingness to use active transportation.

Vision Zero strategies

Vision Zero plans and policies are considered the best practice to reduce deaths and injuries from vehicle collisions. The core goal of Vision Zero is to eliminate roadway deaths, because society has an ethical obligation to ensure that people do not die when traveling. Vision Zero's logic is that humans are not perfect, that mistakes can never be eliminated from transportation, and that *therefore the best way to reduce harm is to design streets and vehicles in a manner that ensures that mistakes do not lead to deaths or serious injury*. For example, making the road network into complete streets with safe space for all users (bus-only lanes, protected lanes for cycling, sidewalks and safe crosswalks, vehicle lanes) reduces conflict between larger, faster vehicles and vulnerable road users. Lower speed limits and streets physically designed to make speeding difficult also save lives by lowering the chance that a mistake and collision results in death or serious injury. Vision Zero strategies have also traditionally included strengthening enforcement of traffic laws. Increased inclusion of diverse and community-based perspectives have led street safety experts and practitioners to pursue a more nuanced approach that recognizes that increased law enforcement has a disproportionate impact on communities of color.¹⁵

Vision Zero policies originated in Sweden in 1997, when the approach was adopted by that nation's parliament. Its implementation resulted in a 60 percent reduction in roadway fatalities

<https://www.kqed.org/news/11903812/traffic-deaths-in-california-are-on-the-rise-heres-how-la-and-other-big-cities-are-trying-to-change-that> ; National Highway Safety Traffic Administration. "NHTSA Data Estimates Indicate Traffic Fatalities Continued to Rise at Record Pace in First Nine Months of 2021." Press Release. February 1, 2022. <https://www.nhtsa.gov/press-releases/traffic-fatalities-estimates-jan-sept-2021>

¹¹ Fonseca. "Traffic Was Historically Low In 2020."

¹² Justin Tyndall, *Pedestrian deaths and large vehicles, Economics of Transportation, Volumes 26–27, 2021, 100219*, <https://www.sciencedirect.com/science/article/pii/S2212012221000241>

¹³ Susan Carpenter. "LA is less bike friendly than NYC and San Francisco, new study says." Spectrumnews1. June 7, 2021.

<https://spectrumnews1.com/ca/la-west/transportation/2021/06/07/la-is-less-bike-friendly-than-nyc-and-san-francisco>

¹⁴ Metro On-Board Customer Satisfaction Survey. October-November 2019.

http://media.metro.net/projects_studies/research/images/infographics/system_results_fall_2019.pdf

¹⁵ Vision Zero Network. "Safe Mobility is a Right. Vision Zero Communities Should Commit to Equity From the Start." <https://visionzeronetwork.org/resources/equity/>

between 2000 and 2019.¹⁶ Vision Zero policies have been successfully used elsewhere. In 2019, there were zero pedestrian or cyclist deaths and close to zero motorist deaths in Helsinki, Finland and in Oslo, Norway, and no children younger than 16 died in vehicle crashes in all of Norway.¹⁷ LA County has ten million residents while these two cities each have fewer than 700,000; and neither place centered motor vehicles in their planning as strongly as greater LA did during the 20th century. Still, their success shows what can be accomplished when road design aims at safety for all.

The City of Los Angeles adopted a Vision Zero plan in 2015 aiming for zero deaths by 2025;¹⁸ LA County's 2019 Vision Zero plan seeks zero deaths on unincorporated County roads by 2035.¹⁹ Since deaths and injuries are still high, Metro can play a useful role as partner to local jurisdictions towards the goal of making streets safer.

¹⁶ Swedish Transport Administration. *Vision Zero timeline*.

https://www.roadsafetysweden.com/contentassets/7ecbcb46d4684a9982b1f85c3bd8cb1e/4950x2500mm_monter-nollvisionen_tidslinje_20100219.pdf

¹⁷ Jessica Murray. "How Helsinki and Oslo cut pedestrian deaths to zero." March 16, 2020.

<https://www.theguardian.com/world/2020/mar/16/how-helsinki-and-oslo-cut-pedestrian-deaths-to-zero>

¹⁸ Vision Zero Los Angeles- 2015/2025. <https://view.joomag.com/vision-zero-los-angeles/0915902001459876247?short>

¹⁹ Vision Zero Los Angeles County: a Plan for Safer Roadways, 2020-2025.

<https://pw.lacounty.gov/visionzero/docs/SCAG-LACounty-VZ-Action-Plan-ver-D-hiRes-single-11-25-2019-rev.pdf>

Street Safety, Data Sharing and Collaboration Policy Attachment E

Appendix 3: Summary of Community and Partner Agency Engagement



Appendix C: Summary of Community and Partner Agency Engagement/Policy Development Activities

Objective

Engagement efforts launched in June 2021 and concluded in April 2022. The objective of engagement was to generate awareness of, and solicit input for, Metro's efforts to help create safer streets throughout Los Angeles County. These engagement steps sought input from Metro committees, public sector partners and the public.

Strategy

Outreach and engagement occurred in 3 phases. All presentations were conducted virtually via Lifesize and Zoom.

- > Phase 1: Engage Metro Committees
- > Phase 2: Engage the Public, Partner Agencies and External Community and Transportation Advocates
- > Phase 3: Report to Metro Board of Directors

If the policy is adopted, staff will create an engagement plan to seek additional input from the public, partner agencies and jurisdictions and community-based organizations and transportation-focused organizations to inform implementation of the policy.

Key Themes

Members of Metro committees and advisory bodies and participants in a public meeting shared various perspectives and advice on how Metro can help advance street safety. Some themes that Metro staff heard from more than one commentor and that resonated with the overall approach of the policy include:

- Connect to regional and city efforts
- Help improve safety data so that Metro and partners working towards safety can identify needs and track effectiveness of safety strategies
- Share best practices in complete street design with local jurisdictions
- "Put teeth" into funding so that Metro funded street projects are safe
- Talk to advocates working on traffic safety
- Pay attention to challenges faced by those with disabilities
- Explore how to advance vehicle safety improvements

Engagement Timeline

Phase 1: Engage Metro Committees

Metro Advisory Committees

- > Technical Advisory Committee (6/2/21)
 - > Aging & Disability Transportation Network (6/3/21)
 - > Policy Advisory Committee (6/8/21)
-

- > Accessibility Advisory Committee (6/10/21)
- > Public Safety Advisory Committee (7/21/21)
- > Citizens Advisory Council (7/28/21)

Service Councils

- > San Fernando Valley Service Council (7/7/21)
- > Gateway Cities Service Council (7/8/21)
- > South Bay Service Council (7/9/21)
- > San Gabriel Valley Service Council (7/12/21)
- > Westside/Central Service Council (7/14/21)

Phase 2: Engages the Public, Partner Agencies and External Community and Transportation Advocates

- > An online public meeting was held on April 1, 2022. Approximately 65 people attended, including staff of local jurisdictions and partner agencies as well as representatives. Metro staff briefed participants, answered questions, and distributed an online survey to attendees.
 - > The online survey aimed at getting feedback on how Metro could most effectively use its roles to advance and collaborate on street safety received approximately 40 answers to questions.
 - > Metro staff held one-on-one meetings with staff who work on street safety for LA County jurisdictions and County, State and Federal agencies:
 - LA County Public Health (1/10/2022)
 - SCAG (1/31/2022)
 - LA County Public Works (4/12/2022)
 - City of Long Beach (4/12/2022)
 - City of LA (4/14/2022)
-

Street Safety, Data Sharing and Collaboration Policy Attachment F

Appendix 4: Complete Streets Discussion



Complete Streets Discussion

In 2014, Metro adopted the Complete Streets Policy which established Complete Streets as a priority for the agency and directed various activities to consider and accommodate all users of the public right of way. As with this Street Safety, Data Sharing and Collaboration Policy, the Complete Streets Policy leverages Metro's various roles and activities to influence the design and function of public right of way, which Metro typically neither owns nor maintains. As such, the policy includes provisions and expectations for Metro project design and delivery, as well as for Metro funding programs.

The Complete Streets Policy created common threshold requirements for all cities participating in Metro competitive funding programs, including requiring that cities and the County shall have an adopted complete streets policy, an adopted city council resolution supporting complete streets, or an adopted General Plan consistent with the Complete Streets Act of 2008 in order to be eligible.

The Measure M Guidelines identify the applicability of Metro policies across fund categories and programs in Measure M. By adopting this Street Safety, Data Sharing and Collaboration Policy, the Metro Board of Directors is reaffirming and updating the Complete Streets Policy as follows:

All cities are strongly encouraged to:

- > Attend Metro-led training on Complete Streets best practices (addition to item 1.1 of the Complete Streets Implementation Plan)
- > Update planning and project design procedures to incorporate consideration of all roadway users with emphasis on the most vulnerable, and to integrate safety analysis including but not limited to identifying and addressing concentrations of collisions resulting in death or serious injury (addition to item 1.2 of the Complete Streets Implementation Plan)

As described in this Street Safety, Data Sharing and Collaboration Policy, Metro will:

- > provide training to assist jurisdictions with policy development and to disseminate up to date planning procedures and design guidance (addition to item 1.1 of the Complete Streets Implementation Plan).
- > encourage and highlight best practices in reducing death and serious injury (addition to item 1.6 of the Complete Streets Implementation Plan).
- > Develop and disseminate a checklist and/or other tools for project planning. Tools developed in response to this policy will prompt consideration for both complete streets (needs of all roadway users) and safety (identifying and addressing unsafe conditions) concepts (addition to item 1.2 of the Complete Streets Implementation Plan).

Metro may further:

- > Provide technical assistance to jurisdictions in completing Local Road Safety Plans (or other similar safety focused planning efforts) as prompted by FHWA and which improve local standing in State and Federal funding programs. (Pending subsequent consideration and recommendation, would be added as a new item in section 1, Education and Technical Assistance, of the Complete Streets Implementation Plan.)

It should be noted that the Complete Streets Policy offers analogous themes and recommendations for this Street Safety, Data Sharing and Collaboration Policy that should be

highlighted. In particular, the Complete Streets Policy recognized the opportunity for transportation projects to advance a variety of goals, resulting in projects that provide multiple benefits such as reducing the disproportionate impact of urban heat, improving water quality and quantity, supporting more active lifestyles, among others. Transportation improvement projects that address critical safety needs should also consider the feasibility of providing additional benefits to the community to minimize community disruption and leverage investment opportunities.



STREET SAFETY, DATA SHARING and COLLABORATION POLICY

Summary

- Response to request in File 2020-0928
 - Includes report with draft policy, action plan and appendices
- Jurisdictions and State have primary responsibility for street safety
 - Metro can contribute to safety via our multiple roles, especially for locations with transit nexus such as bus stops, rail crossings
- Passage of Policy would lead to:
 - Working group
 - Elaboration of actions, implementation when ready, annual progress reports
 - May apply for new Federal funding to advance

Street Safety Trends

- 719 deaths, 88,068 injuries in LA County in 2019
- Deaths rose in LA & nationwide in 2021
- **Disproportionately** Black, Latino, Native Hawaiian/ Pacific Islander, pedestrian, cyclists, people experiencing homelessness

Los Angeles Times

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Op-Ed: People of color are dying from traffic violence at a much higher rate. Here's why



To help reduce fatal traffic crashes, the city of L.A. has added new crosswalks that extend further into the street, such as this one at 43rd and Broadway. (Al Seib / Los Angeles Times)

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Action Plan

Action Plan based on Metro roles:

- **Operator:**
 - partner on bus priority; safety for transit vehicles; use vehicle data to identify unsafe locations and conditions.
- **Planner and Builder:**
 - safety considerations in Metro countywide plans; safe passage for all modes at construction sites. (*policy will not change 2013 Supplementary Modifications to Transit Projects Policy)
- **Funder:**
 - track and encourage use of local returns on safety; update discretionary grants requirements
- **Data collaborator:**
 - increase understanding of existing conditions and impacts of safety programs and interventions; support cross-agency data compilation, analysis and sharing
- **Legislative advocate:**
 - influence State and Federal safety policies and resources
- **Educator:**
 - educate communities along Metro's light rail system
- **Innovator:**
 - pilot and test technologies and approaches



Additional Context

- Jurisdictions and state have primary responsibility for street safety:
 - i.e. street design, speed limits, enforcement
- Government Partners are embracing safe systems approach to road safety, with new Federal funding available
- Draft policy also reaffirms and makes small adjustments to 2014 Complete Streets Policy
- Equity requires consulting with most heavily impacted communities and road users, and prioritizing reducing disparities

Next Steps

- If adopted, continue working group, elaborate action plan, produce progress report
- Engagement with COGs, advisory bodies, public during elaboration and implementation
- Potential to apply for Safe Streets for All grant to fund further planning and actions

Questions

Mark Vallianatos
Executive Officer
Office of Innovation





Board Report

File #: 2022-0398, **File Type:** Motion / Motion Response

Agenda Number: 43.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 15, 2022**

**SUBJECT: REVIEW AND ADOPT A RAIL STATION NAME FOR AIRPORT METRO
CONNECTOR/96TH ST AVIATION STATION**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT an Official and Operational name for the Airport Metro Connector/96th St Aviation Station:

<u>Official Station Name</u>	<u>Operational Station Name</u>
LAX/Metro Transit Center	LAX/Metro Transit Center

ISSUE

The station has been identified by its placeholder name, "Airport Metro Connector/96th St. Aviation Station", and the project moniker, "Airport Metro Connector". As construction is fully underway and is scheduled to be complete in 2024, an Official and Operating name, consistent with Metro's Property Naming Policy should be selected to enable Metro's contractor to produce wayfinding and station signage for the new station.

BACKGROUND

Per the Board's Property Naming Policy (Attachment A), Metro conducted stakeholder outreach, public engagement, and a focus group consisting of transit riders and non-riders. Of the station names tested, "LAX/Metro Transit Center" was the preferred name by the research participants and survey respondents (See Attachment B for focus group results summary).

Based on community suggestions and focus group testing of naming options, Metro Staff has developed a preferred naming option for the "Airport Metro Connector/96th St. Aviation" Station. The recommendation would have the same Official and Operational name if approved by the Board.

This name complies with the transit system context, property area, and neighborhood identity (well-known destination) requirement of the Property Naming Policy. If adopted, this station's Official and Operational name will be "LAX/Metro Center Transit Station."

DISCUSSION

This station will serve as a transfer point between the Metro Bus and Rail System, municipal bus operators, LAX bus services and the future LAX automated people mover. The recommended name clearly communicates to travelers that the station serves as a connection to Los Angeles International Airport. For passengers approaching the airport, it also clarifies that the station is not actually on airport property. It also identifies that the station is a multi-modal transfer center connecting the LAX automated people mover, Metro Rail, Metro Bus, Metro Bike Hub, municipal bus services, and passenger pick-up/drop off.

Property Naming Policy

Metro's Board-approved Property Naming Policy states that rail stations will be named in a simple and straightforward manner to assist customers in navigating the system and the region. The policy indicates that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a city name, nearby street or freeway, a well-known destination or landmark, or a community or district name. The policy also states that single names for stations are preferable and that if multiple names are used, they are to be separated by a slash.

The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices, while the operational name is used more commonly on station signage, maps, and customer materials. The policy recommends keeping the length of the operational name to a maximum of 24 characters to ensure readability and compliance with ADA type size requirements.

Community Input

In accordance with the naming policy, staff sought community input from stakeholders and groups that have a vested interest in the naming of the future station. The topic of station names was discussed, and feedback was solicited at the following community meetings:

- Westchester/PDR Neighborhood Council Meeting: April 3, 2018
- Gateway to LA BID: May 8, 2018
- AMC Station Naming Community Meeting: August 16, 2018

These meetings all took place between April and August of 2018. It's estimated that approximately one hundred (100) people attended the three community meetings. To ensure that stakeholders were aware of the community meetings and other ways to provide feedback, two targeted email campaigns were deployed to approximately 963 stakeholders, with an approximately 20% open-rate.

The community engagement process highlighted the unique role of this station as a gateway to the

Metro transit system, particularly for tourists and other first-time users connecting from Los Angeles International Airport and for Angelenos who may not be regular transit users but are using the system to travel to/from the airport. For these reasons, many recommendations suggested distinguishing this station by highlighting the connection to the airport and the station's role as a transit hub for Metro, municipal and LAX transit systems.

Final naming options were vetted and confirmed with a focus group of Metro riders, potential riders, and potential visitors in 2018. Outreach and engagement on the naming options was conducted in anticipation of a 2019 start of construction. However, due to funding issues, construction was delayed until 2021. In June 2022, Metro staff updated the previously conducted surveys/outreach via a Twitter poll with 1,098 respondents. Of those polled, 65% of respondents preferred either "LAX/Metro Transit Center" or "LAX/Metro Center", with "LAX/Metro Transit Center" getting the most individual votes at 39%. "LAX Airport" had 29% and "Airport" had 6%.

DETERMINATION OF SAFETY IMPACT

Adoption of this name does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Adoption of the recommendation would not have an additional financial impact to the agency.

Impact to Budget

Adoption of this recommendation would not have any budget impacts.

EQUITY PLATFORM

As part of an equity assessment, the recommendation to adopt a new station name for the Airport Metro Connector does not have any adverse impacts or harm to any groups. If any negative consequences emerge, Metro will mitigate these by implementing a strategic communications and outreach plan. Based on community input and focus groups that Metro conducted with 450 individuals ranging from Metro riders, potential riders, and potential visitors in English and Spanish, the recommended station name "LAX/Metro Transit Center" garnered the highest rankings across all demographics.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The adoption of the proposed station name will support the second goal of the Vision 2028 Metro Strategic Plan by delivering outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

The Board may elect to substitute one or more of the alternate station names shown in Attachment B, but that would not be recommended as the proposed names were developed by Metro staff based on community input and are consistent both with Metro's naming policy and the names of other stations in the system. A quantitative survey of both transit riders and non-riders was conducted (Attachment B), indicating a preference for the name LAX/Metro Transit Center for the station.

NEXT STEPS

After the Board approves a final name for the station, staff will work with the Airport Metro Connector/ 96th St Aviation Station construction project and communications teams to ensure that the Board-adopted station name is implemented.

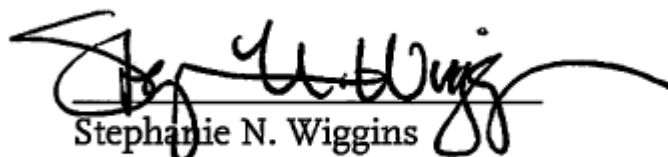
ATTACHMENTS

Attachment A - Metro Property Naming Policy

Attachment B - Airport Metro Connector Station Naming Research

Prepared by: Anthony Crump, Executive Officer (Interim), (213) 418-3292

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154


Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2017-0080, **File Type:** Informational Report**Agenda Number:** 41.

**REGULAR BOARD MEETING
FEBRUARY 23, 2017****SUBJECT: PROPERTY NAMING POLICY****ACTION: APPROVE REVISED PROPERTY NAMING POLICY****RECOMMENDATION**

APPROVE revised **Property Naming Policy** with the removal of the Corporate Sponsorship/Naming Rights program portion (see Attachment A).

ISSUE

Metro is continually looking for new ways to generate additional revenue to support the agency. In January 2016, the Metro Board of Directors approved the Risk Allocation Matrix (RAM) and creation of an Internal Savings Account intended as tools to ensure long-term financial stability and mitigate projected budget shortfalls. As part of this initial comprehensive agency-wide effort, staff identified cost saving and revenue generating initiatives that can yield deposits to the Internal Savings Account, thereby securing the sustainability of Metro's future operations and expansions.

One of these initiatives was the implementation of a Corporate Sponsorship/Naming Rights program to generate revenue from Metro's properties and assets. The implementation of a Corporate Sponsorship/Naming Rights program is a complex endeavor, and many questions and concerns have been raised since the Board of Directors adopted the program as part of the overall Property Naming Policy in December 2016. More research and time is needed to review the potential benefits and drawbacks of the Corporate Sponsorship Program. Therefore, this component of the Property Naming Policy is being struck from the policy, which the Board can then adopt to maintain the agency's process for naming stations and properties. The Property Naming Policy would then move forward without a Corporate Sponsorship/Naming Rights Policy.

DISCUSSION

The 2014 Board-approved Property Naming Policy provides criteria for naming stations and other Metro properties through a customer-focused approach. The policy guides the naming of Metro property with four principles in mind:

- **Transit System Context** - Information as to where a property is located within the context of the entire transit system with names that are clearly distinguishable

- **Property Area Context** - Information of the location of the property within the context of the surrounding street system
- **Neighborhood Identity** - Where appropriate, acknowledging a landmark or that the property serves as an entry point to a community or neighborhood
- **Simplicity** - Names will be brief enough for quick recognition and retention and fit within signage and mapping parameters

The policy states the difference between an “Official” name approved by the Metro Board, which are used for Board documents, contracts and legal documents and notices, and an “Operational” name, which is a shorter name used for station/stop announcements and printed and electronic materials for readability and size constraints.

These clear policy points, along with the defined naming process, provide strong guidance in order for Metro to aptly name new properties and re-name existing properties when applicable.

The existing policy also provides an opportunity for Board members to bestow a special honor in the form of a dedication on rare instances to a deceased individual and reserved to honor those of substantial historical, cultural or civic significance. In a similar dedication, the Board may also honor an individual who has demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution to the public transportation in Los Angeles County. Such dedications are viewed as secondary information to the property signage, but not renamed for individuals. Following Board approval, individuals will be honored with plaques where space is available.

In December 2016, the Property Naming Policy was revised to include a Corporate Sponsorship/Naming Rights program. This recommended action is to remove the Corporate Sponsorship/Naming Rights program from the Property Naming Policy.

DETERMINATION OF SAFETY IMPACT

Revision of this policy currently does not impact safety.

FINANCIAL IMPACT

There will be no financial impact to the budget in current FY.

Impact to Budget

Since the implementation of this policy was to generate revenue beginning in FY 2018, no impact to the FY17 Budget is anticipated as a result of approval of the revised policy.

ALTERNATIVES CONSIDERED

Decline to adopt the revised Property Naming Policy. This is not recommended as the primary

change to the policy clarifies the process and requirements for Property Naming for the agency.

NEXT STEPS

Upon Board approval, staff will:

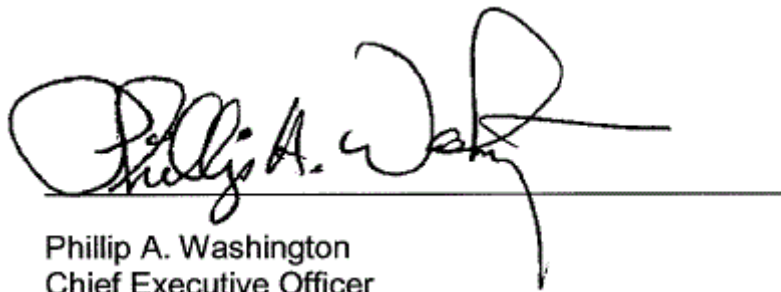
1. Continue to explore ways to generate additional revenue for the agency through Corporate Sponsorships and report back to the Board the findings.

ATTACHMENTS

Attachment A - Property Naming Policy - Markup

Prepared by: Lan-Chi Lam, Director of Communications, (213) 922-2349
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Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

PROPERTY NAMING AND CORPORATE SPONSORSHIP/NAMING RIGHTS POLICY

PURPOSE

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- ***Transit system context*** – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- ***Property area context*** – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.
- ***Neighborhood identity*** – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region's communities and neighborhoods.
- ***Simplicity*** – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

NAMING POLICY POINTS

1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway
 - Well-known destination or landmark
 - Community or district name

- City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:
 - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/MacArthur Park Station.
 - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro’s signage system.
 - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property’s name. Avoid inclusion of unnecessary words that may describe the property’s location, but are not part of that location’s commonly known name.
3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.

NAMING PROCESS AND PROCEDURE

The property naming process will include the following steps:

1. Initial property names will be identified during the project planning process primarily based on geographic location.

2. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
3. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
4. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
5. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
6. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
7. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.
8. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those of substantial historical, cultural, or civic significance. The Board may wish to bestow a similar honor upon an individual who demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

CORPORATE SPONSORSHIP AND NAMING RIGHTS

~~Metro has determined that allowing a revenue-generating, payment-in-kind, or value-in-kind Corporate Sponsorship and Naming Rights Program is a prudent means of maximizing the value of the agency's capital investments and assets. Metro may enter into sponsorship and naming rights contracts for short-term and long-term partnerships with qualified companies in order to provide value and benefits for both parties.~~

Through implementation of this policy, Metro seeks to establish a cohesive and transparent process for the consideration and determination of Corporate Sponsorship opportunities for the naming or re-naming of existing and future property, facilities, services, programs and events.

The implementation of a Corporate Sponsorship and Naming Rights Program carries with it a responsibility to protect the agency from potential litigation and to recognize the potential association of outside corporations with Metro services, property and events, while respecting and adhering to existing Metro policies, including Metro's System Advertising, and Commercial Filming Policies. The agency addresses these issues through the responsible and consistent application stated in this policy.

CORPORATE SPONSORSHIP POINTS

1. Corporate Sponsorship is a form of advertising in which companies will pay Metro to be associated with certain facilities, services, programs or events. This could also include providing resources and finance, payment-in-kind, or value-in-kind to develop new facilities, services, programs or events or funding to operate existing ones. Naming rights is a form of advertising whereby a corporation purchases the right to name or re-name a Metro facility, service, program, or event, typically for a defined period of time.
2. Metro's Communications Department administers the Corporate Sponsorship and Naming Rights Program as part of its overall responsibility of revenue-generating advertising and Metro's overarching goal of partnering with businesses on activities that can increase mobility for customers in the LA region.
3. In order to ensure Metro receives fair market value for Corporate Sponsorship and Re-naming Rights, Metro will routinely procure the services of a qualified and independent firm that regularly provides valuations of naming rights opportunities.

Agency Assets Eligible for Sponsorship

Metro is transportation planner and coordinator, designer, builder and operator of a large and expanding transit system. The infrastructure capital investment and other assets are significant within Metro's county-wide system of bus, rail, and other services; property portfolio; numerous facilities; programs; and events. The various facilities, programs, and services that may be applied to corporate sponsorships to are:

- **Facilities** — Any rail or bus stations, parking lots and parking structures, regional facilities, maintenance buildings and maintenance structures, Metro headquarters building, and any other property solely owned and operated by Metro.

- **Transit Services** — Any light & heavy rail lines, bus service lines & routes, transitway service lines & routes, and any mode of transit service solely owned and operated by Metro.
- **Programs** — Any established Metro-operated effort/initiative for the benefit of customers and communities that Metro serves; generally in the form of customer service actions and functions, internally and externally.
- **Events** — Any seasonal, annual or one-time event led and initiated by Metro.

Corporate Sponsorship Models

Corporate Sponsorship can take on various forms of advertising in which companies contract with Metro to associate their name, identity and branding with facilities, services, programs or events. Metro will engage in short-term and long-term corporate sponsorships that provide value and benefits for both parties. Naming Rights is a type of advertising whereby a corporation secures the right to name or re-name a Metro facility, service, program, or event for a defined period of time.

- **Short-term Sponsorship** — Agreements extending a maximum of twelve months for assets such as programs, events, seasonal events, or temporary station re-namings. Short-term sponsorships do not require Board review and approval unless those over \$500,000.00 contract value.
- **Long-term Sponsorship** — Agreements lasting a minimum of five years and greater. All long-term sponsorships must be reviewed and approved by the Metro Board. Agency assets such as transit services, rail lines, stations, buildings, and facilities would be considered for long-term sponsorships.

Corporate Eligibility and Criteria

Business entities in the following categories will not be considered for participation: Alcohol; Tobacco and Electronic Cigarettes; Adult Entertainment and Content; Arms/Guns and Weapons; Political Parties, Political Groups, Political Organizations, and Political Candidates or Campaigns; Religious Groups and Religious Associations.

Metro shall consider partnerships with qualified companies who meet these criteria: Businesses already established in the U.S. or have fulfilled all legal requirements/compliance to establish a business within the U.S.; Financially stable business; Businesses with no history of fraudulent/unethical behavior; and Businesses with satisfactory record of contractual performance.

Corporate Responsibilities

1. All costs related to establishing a new name or re-naming an existing facility, service, or program — including, but not limited to, the costs of replacing affected signage and customer information collateral, Metro materials, and Metro staff labor — shall be borne by the corporate sponsor.

- ~~2. All granted Corporate Sponsorship agreements must respect and adhere to Metro's System Advertising Policy.~~
- ~~3. Corporate Sponsorship proposals and agreements are subject to the provisions of the California Public Records Act (California Code Government Code §6250 et seq.).~~

BUSINESS PROCESS

Evaluation Criteria

~~If all criteria listed under "Corporate Eligibility and Criteria" are met, Metro will take into consideration the financial offers and implementation proposals, which are listed below in order of weighted criteria and relative importance:~~

- ~~• Financial offer~~
- ~~• Alignment with Metro's existing brand and agency mission, including visibility of activating the partnership~~
- ~~• Reach of cross promotion between Metro and corporate sponsor, including corporate social/community activities attached to the program~~
- ~~• Innovative partnership business plans~~

Proposal Submittal Process

- ~~1. **Submittal** – All Corporate Sponsorship Proposals shall be submitted to the Chief Communications Officer and the Deputy Executive Officer of Marketing within the Communications Department.~~
- ~~2. **Acknowledgement** – Communications will acknowledge and confirm receipt of Proposal via email communications, and letter.~~
- ~~3. **Agency Follow-up** – Communications staff may request more information, clarity of proposal, and in-person meeting or presentation of proposal.~~
- ~~4. **Notice of Proposal** – If the original proposal is deemed to have financial merit and meets all criteria, Metro will publicize the receipt of proposal to provide an opportunity for other companies with a vested interest in or proximity interest in the Metro asset/facility, an opportunity to compete for the Corporate Sponsorship. Metro will allow interested parties to submit proposals within 30 days of notice.~~
- ~~5. **Evaluation Process** – Communications will proceed to review and evaluate final corporate sponsorship proposals with appropriate Metro departments. Metro may utilize the services of a consultant in order to complete evaluation process. Metro may also solicit public comment on the proposal via digital communication and/or community meeting.~~

~~6. **Decision Process**—Communications will issue a determination of selection in writing to each proposer either recommending that the proposal be granted, or denying the proposal.~~

~~a. **Recommend award**—In the event a long-term Corporate Sponsorship proposal is recommended for award, Communications will prepare a contract recommendation to the Metro Board for its review and approval. Short-term sponsorships and those under \$500,000 contract value will move forward with a formal agreement and contract approved by the CEO.~~

~~b. **Recommend no award**—In the event a Corporate Sponsorship proposal is not recommended for award, Communications will have the ability to counter with additional requests.~~

~~7. **Presentation to Board**—In the event a Corporate Sponsorship proposal is recommended, Communications will present the final proposal to the Metro Board of Directors for review and approval. The corporate sponsor will be invited to participate in the presentation of their recommended proposal.~~

~~8. **Board Approval**—Upon Metro Board approval, a formal agreement for Corporate Sponsorship will be completed and a contract with the Corporate Sponsor will be finalized.~~

Termination of Contract

~~In all contracts, Metro will include provisions for termination of the contract for default due to circumstances that are inconsistent with or violate Metro's System Advertising Policy, actions contrary to Metro's standards, or if the firm violates the established Corporate Eligibility Criteria.~~

Airport Metro Connector Station Naming Research

January 15, 2019



Survey Methodology & Sample

Who We Surveyed

Total of 450 respondents

Metro Riders	Potential Riders	Potential Visitors
n=150	n=150	n=150
<ul style="list-style-type: none">Closely mirroring On-Board survey demographic proportions	<ul style="list-style-type: none">Closely mirroring census demographic proportions minus Metro Rider demographics	<ul style="list-style-type: none">Non-Los Angeles County Residentsn=100 from US, non-Californian=50 from abroad

Online survey offered in English and Spanish



Based on community input and staff recommendation, we tested six potential station naming options

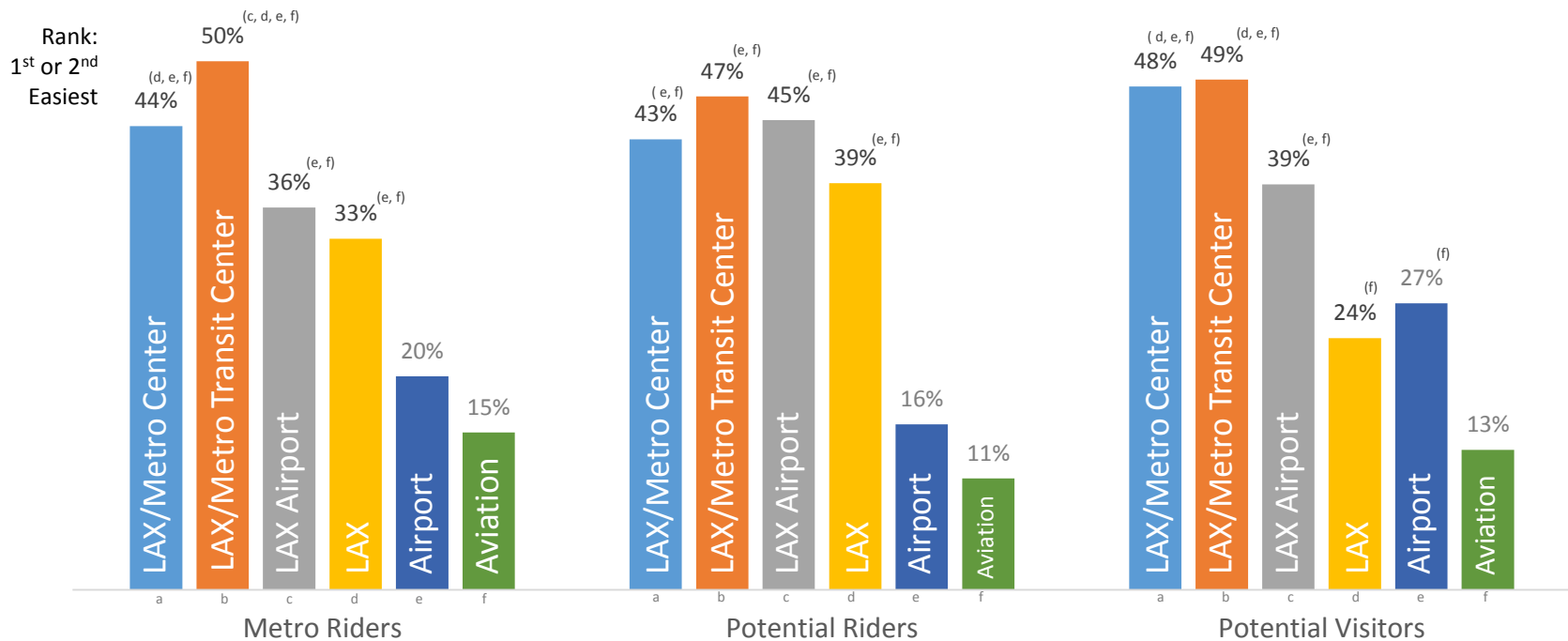
LAX/Metro Center	LAX/Metro Transit Center	LAX Airport	LAX	Airport	Aviation
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When ranking the name options, “LAX/Metro Transit Center” garners the highest rankings across the three groups

LAX/Metro Transit Center slightly edges out LAX/Metro Center, although not by a statistically significant margin

Ranked Ease of Finding Transfer Point

% Who Perceive Station Naming Options as Easy



Metro

Q: Imagine you were transferring to or from the Metro transit system and the LAX automated people mover. Which potential Metro station names would make it easiest to determine which station to transfer at. Please rank the naming options, with 1 being easiest and 6 being most difficult. Stat testing done at 95% confidence

In their own words...

Why not "Aviation" or "Airport"

Aviation and airport are last to me because how they may relate to other airports

Rider
San Gabriel

"Airport" doesn't mean anything and only locals are familiar with "Aviation" street

Non-Rider
Cerritos

Aviation is also a boulevard out by LAX but it isn't LAX; don't confuse people

Rider
Hancock Park

"Aviation" and "Airport" are at the bottom of the list as they aren't very specific.

Non-Rider
Santa Monica

In their own words...

Arguments in favor of LAX/Metro Center or LAX/Metro Transit Center

Adding "metro" will make it clear that there are transfers there too.

Non-Rider
El Monte

LAX/Metro transit center is more descriptive about the service.

Potential Visitor
Texas

LAX/Metro Transit Center is an all encompassing name for multiple modes of transportation.

Rider
Reseda

The ones with Metro in the names are more obvious, the others are too vague and confusing.

Non-Rider
Riverside

It is important to see the link between LAX and the Metro Center

Rider
Los Angeles

Summary & Conclusions

- “Aviation, “Airport”, and “LAX” are ranked notably lower than the other options, likely due to
 - There is another station with “Aviation” in the name
 - “Airport” could be referring to any airport
 - Preferring more detail than just “LAX”
- Names with “Metro Center” included receive the highest rankings, followed by “LAX Airport”
 - Many respondents cite that including “Metro Center” makes it more clear what types of transfers are available at the station
 - Some in favor of “LAX Airport” believe that the word “Airport” is needed to ensure clarity.
 - Although, in most visual representations of the station name, an airplane icon will be shown, which should mitigate confusion.
 - Also, “LAX” is assumed to be universally understood in Los Angeles. By the time visitors will have flown into LAX, they’ll know that “LAX” is an airport.
- “LAX/Metro Transit Center” has a slight edge in ranking over “LAX/Metro Center”, although it is not a statistically significant difference



Board Report

File #: 2022-0002, File Type: Plan

Agenda Number: 44.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 16, 2022**

SUBJECT: ELECTRIC VEHICLE PARKING STRATEGIC PLAN

ACTION: APPROVE THE RECOMMENDATION

RECOMMENDATION

ADOPT the Electric Vehicle Parking Strategic Plan (EVPSP) (Attachment A).

ISSUE

Metro is committed to meeting ambitious emissions reduction goals through various strategies across our service region by reducing our agency emissions and serving Los Angeles County with more sustainable transit options.

The 2023-2028 EVPSP provides a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicle charging infrastructure for Metro (Attachment A). The EV Parking Strategy complements the 2019 Metro Climate Action and Adaptation Plan and 2020 Moving Beyond Sustainability Plan, focusing on opportunities to increase employee access to EVs, support transit riders with public charging, and continue Metro's long-term transition to zero-emission vehicles.

A Metro Board approval of the EVPSP will provide a clear vision and direction to work with internal and external partners and deploy charging infrastructure at priority sites.

BACKGROUND

Metro has identified multiple strategies to meet our emissions reduction goals and contribute to California's larger climate targets. Electrification of transportation will play a critical role in meeting these objectives. The California Energy Commission estimates the State needs an additional 57,000 charging stations beyond what exists today to meet this goal. The Commission projects a need for over 700,000 chargers statewide by 2030 - a tenfold increase from 2020 levels. As the rate of EV adoption grows, Metro will need to provide services, facilities, and operations in response to a growing population of riders and employees who drive electric vehicles. In support of the above goals, Metro aims to install over 2,000 chargers through 2028, leveraging State and Federal funding opportunities and other regional efforts by utilities and local governments to expand access to EV charging across Southern California.

The 2019 Metro Climate Action and Adaptation Plan (CAAP) commits to a 79% reduction in

greenhouse gas (GHG) emissions by 2030 and specifies the measures Metro will implement to meet this ambitious goal. The CAAP strategies include installing EV charging infrastructure at Metro facilities for employee and commuter use. The EVPSP operationalizes those goals to build on existing progress and meet the 2030 targets specified in the CAAP. The EVPSP builds off the more than 100 existing EV chargers already installed at multiple Metro facilities, including 18 Park and Ride locations, since 2013.

The Electric Vehicle (EV) market in California is approaching an inflection point. As of the end of 2021, over 837,000 battery (BEV) and plug-in hybrid (PHEV) electric vehicles were registered across the State. More than one-in-three in the State were registered in the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA). While EVs represent only about 3% of the total light-duty vehicle population, new vehicle sales in the Los Angeles MSA have rapidly grown to exceed 12% of total new sales statewide. In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035, further reinforcing the State's long-term shift toward electric and other zero-emission vehicles (ZEVs).

DISCUSSION

The EVPSP outlines the charging infrastructure requirements for Metro facilities and prioritizes charging deployment. It also identifies local, state, and federal grants and incentive programs that will be used to implement the strategy in coordination with a public-private partnership (P3) to fund and finance the deployment and operations of the planned EV charging network. The EVPSP also outlines policies and management strategies to facilitate a successful charging program for internal employee and public use.

As of May 2022, Metro operates 108 Level 2 EV charging ports, of which 81 are deployed at Park and Ride (P&R) locations for public use. There are two chargers reserved for Board use at Metro's Gateway building. Metro does not currently have chargers installed for dedicated employee use at its facilities.

Metro has established five-year goals for the three segments of the EVPSP: Employee, Transit Rider, and General Public Charging. These targets are intended to align with the goals set by Metro in the 2019 CAAP and 2020 MBS Plan. The 2023-2028 EVPSP will result in the installation of 50% of chargers within Disadvantaged Communities (DACs) and 30% of chargers within Equity Focused Communities (EFCs). The overarching EVPSP goals include:

- 1. Employee EV Charging:** Install at least four EV charging ports at each employee facility, assessing opportunities to build for the future where feasible. The EVPSP aims to provide charging at each facility by 2028 so that all employees who want to drive an electric vehicle and charge at work have the opportunity to do so. Access to workplace charging can provide reliable charging access to employees who can't charge at home. Improved charging access can help employees ultimately decide to purchase an EV and feel comfortable commuting with the vehicle's range. The visibility of workplace charging can also help improve awareness of electric vehicles among employees.

Pricing Structure

Metro will establish a pricing structure for employee charging use, consistent with California state regulation which requires EV charging to be based on \$/kWh pricing.

- 2. EV Charging for Transit Riders:** Metro operates nearly 50 Park & Ride locations, several with multiple lots, totaling over 19,000 spaces. Metro will deploy charging for at least 5% of the total Park and Ride spaces by 2028, on a path to reach 10% by 2030. Metro will increase access to charging for Metro riders through chargers installed at Metro's Park & Ride locations. Improving charging availability for transit riders can increase the likelihood that Park & Ride users will consider an electric vehicle. Park & Ride charging can provide reliable charging access to customers who can't charge at home, or double the effective electric range of EV commuters who charge at home.

Title 24 CALGreen codes require the installation of public charging at new Park & Ride facilities; Metro will go beyond this requirement by adding charging at existing Park & Ride facilities.

Pricing Structure

Metro will establish a uniform pricing structure for transit rider use, consistent with new California state regulations. Requiring payment for charging encourages efficient charger usage: if charging is free or lower cost than home charging, users will opt for the cheaper option and create unnecessary demand for the potentially limited supply of charging at Metro locations.

Metro will also assess the feasibility of enabling an EV charger pricing mechanism similar to our current LIFE program discount for transit use. Designing such a program is complicated, as EV charger pricing may need to be adjusted regularly based on utility rate schedules or changes in usage patterns by transit riders. Staff will return to the Board to request approval of future EV charger pricing rates.

- 3. Charging for General Public Use:** Metro will explore opportunities to leverage our extensive real estate portfolio, programs, and partnerships to develop fast-charging services in the LA region. Metro will also engage with developers to increase access to charging at Joint Development projects.

Prioritization Criteria

Metro has created a site-based deployment approach that prioritizes employee and public charging locations based on several quantitative and qualitative criteria, including:

- **Disadvantaged Communities (DAC) and Equity Focus Communities (EFCs):** Census tracts designated by the State of California as DACs often lag in investments in clean energy technologies, and Metro can support earlier investment in these areas. Metro also prioritized DACs as utility programs use the DAC boundaries for incentive calculations. Many DACs also

overlap with Metro's own EFC boundaries.

- **Total Number of Parking Spaces:** Sites with more spaces to accommodate chargers, increasing site cost-effectiveness and locational flexibility to identify the lowest-cost site options.
- **Location:** End-of-line locations with more customers who frequently leave vehicles for 6+ hours, 4-5 days a week, and connect with modes of transportation including bike and Metro Micro.
- **Parking Lot Type:** The Plan prioritizes garages over surface lots, where possible, due to typically lower costs and ease of installation in parking structures.
- **Availability of Utility Incentives:** Utility incentives and other grant opportunities help reduce the upfront capital costs of the site development, and Metro prioritizes sites with more valuable incentives.

After a quantitative assessment based on the above criteria, Staff also assessed sites for qualitative factors as well and adjusted its prioritization accordingly. These factors included parking utilization and feedback from parking operations staff, arrangements with third-party site ownership that could delay installation, aerial imagery review of site parking layout and potential locations, as well as feedback from utilities, where available. Staff will continue to review prioritization based on learnings as EVPSP implementation progresses.

EV Parking Strategy Development Outreach

Outreach to internal and external outreach was completed by Metro Staff to support the development of the EV Parking Strategy throughout 2020 and 2021. This included internal discussions with Metro Parking Operations, Planning, Program Management, Office of Equity and Race, Labor Relations, Office of Management and Budget, Bus and Rail division leadership, and equity liaisons over the course of the Plan development. External stakeholder outreach included presentations and discussions with:

- **Metro Sustainability Council:** Previewed the EV Parking Strategy with Council and collected feedback on the draft EV Parking Strategy, which was incorporated into the final Plan.
- **Regional Electric Utilities:** Previewed Metro's overall plans and priority sites with SCE account representative and program managers from the utility's "Charge Ready" incentive program to validate plans for utility program applications. Confirmed strategies for long-term planning on light-duty vehicle charging and medium-/heavy-duty vehicles and charging. Similar conversations occurred with the Los Angeles Department of Water and Power (LADWP) account representative to engage on their program offerings.
- **California Department of Transportation (Caltrans):** Confirmed agencies' shared interest in developing charging at Caltrans-owned sites and reviewed expectations of Plan implementation. Collaborated on prioritized site lists and outlined required steps and approvals from Caltrans to approve charging installations on sites they own.
- **Energy Resiliency Series Meetings & EV Workshop:** Gathered sustainability and climate

action leaders from across the region for a resiliency series of meetings; hosted EV advocates, utilities, and vendors for an EV workshop. Shared initial vision and goals of EV Parking Strategy, collected feedback, and incorporated it into the plan format and structure, including prioritization of sites.

- EV Charging Providers: Conducted EV RFI to identify products and services currently on the market that would align with Metro’s EV Parking Strategy for each segment.

Program Cost Estimates and Potential Revenue Sources

Staff developed cost estimates for capital and operations associated with the five-year plan period. The capital cost to deploy over 2,000 stations at 83 sites within the plan is estimated at \$49 million. The ongoing operations and maintenance costs for the chargers are estimated at \$18.4 million over five years.

EV charging operations also provide revenue sources from employee and transit rider charging and from the generation of Low Carbon Fuel Standard (LCFS) credits from EV charging, which can be sold for additional program revenue. A summary of the Plan costs, utility incentives, and revenues is shown in the tables below:

Estimated Capital Costs	\$ (M)	Planned Charging Units
Employee Sites	\$4.3	170
Park & Ride Sites	\$44.7	1,881
Total Capital Costs	\$49.0	2,051
<i>Potential Utility Incentives</i>	<i>-\$13.4</i>	
Capital Costs Less Incentives	\$35.6	

Estimated Operating Costs	\$ (M)	Planned Charging Units
Employee Sites	\$2.1	170
Park & Ride Sites	\$14.8	1,881
Program Management	\$1.5	
Total Operating Costs	\$18.4	2,051
<i>Potential LCFS Revenues</i>	<i>-\$4.8</i>	
<i>Potential Charging Revenues</i>	<i>-\$6.9</i>	
Total Operating Costs Less Revenues	\$6.7M	

Given the scale of the upfront costs for deploying charging infrastructure, third-party funding sources will be critical to deploying infrastructure at the scale planned for the EVPSP. The tables above show that available utility incentives and charging revenues are only expected to offset 27% of capital costs and 64% of operating costs for the five-year plan. Metro can accelerate EV charging deployment

beyond what would be otherwise available through outside funding sources.

Metro has crafted the EV Parking Strategy to prioritize funding availability from utility programs and other potential future grant sources. As additional funding opportunities arise, the EV Parking Strategy roll-out will pursue any possible grants or other funds to reduce the capital or operational costs of completing the EV Parking Strategy.

Public-Private Partnership (P3)

Metro will pursue a public-private partnership through a Project Development Agreement (PDA) with potential P3 developers. The intent of pursuing this path is to reduce the upfront investments required for the EV Parking Strategy. This partnership could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro’s employee and public facilities. The P3 could design, build, finance, and maintain the implementation of EV chargers, including the installation and maintenance of up to 3,000 chargers, which could support charger installation beyond the initial 5-year Strategic Plan. The EVPSP identifies several incentives, grants, and revenue-generating sources that could fund the capital and operating costs of the program. Consistent with prior practice, staff will work with our union partners and the P3 team to ensure there are workforce development and partnership opportunities for represented employees.

Until a P3 contract is issued, and the existing network is transferred to the selected partner, Metro will continue to operate its public and fleet charging stations. As a next step, Staff will develop the scope of the P3 with an anticipated solicitation in Spring/Summer 2023. This would allow Metro to contract with and onboard a selected partner by winter 2023. The anticipated milestones and timeline for the execution of a P3 contract are shown below:

Milestone	Expected Timing
Development of P3 scope	Fall/Winter 2022
Industry outreach	Fall/Winter 2022
RFP solicitation and evaluation	Spring/Summer 2023
Contract negotiation	Fall 2023
P3 onboarding and charging network transfer	Winter 2023

Metro expects the P3 to be a long-term relationship between the agency and the selected partner, anticipating the initial contract term to cover the five years planned in the EVPSP, with the potential for two, five-year extensions to allow the partner to continue growing the network and recover costs as utilization of chargers grows over time.

Utility Incentive Programs

As shown in the tables above, utility programs can provide significant financial support to reduce upfront capital costs of EV infrastructure deployment. SCE’s Charge Ready program and LADWP’s Commercial EV Charging Station Rebate program will provide the primary utility funding for the near-term EV Parking Strategy. Metro coordinated with the utilities regarding their programs and has aligned the plan to allow for participation in these offerings.

State, Federal, and Local Grant/Capital Funding

The Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, includes over \$30 billion eligible for electric vehicle funds, including \$2.5 billion for charging and fueling infrastructure grants and \$5 billion in a National Electric Vehicle Formula Program for EV charging, among several other relevant EV appropriations.

As of February 2022, the California Department of Transportation is working to establish the grant program requirements, which will be eligible to states, local jurisdictions, metropolitan planning organizations, and public authorities with a transportation function - like Metro. These grants are expected to be implemented later in 2022.

California also funds EV infrastructure grants that may be available to Metro, though the current CALeVIP program is fully subscribed. The California VW Mitigation Trust, which funds clean transportation investments resulting from the Volkswagen emissions settlement, provided \$5M for light-duty zero-emission electric infrastructure in 2021, with an undetermined second installment in future years. This grant program would cover 100% of charger installation costs at publicly accessible government sites, and 60% of costs at workplace (employee) sites. The Infrastructure Investment and Jobs Act also provides \$384 million to California in formula funds for EV charging along designated alternative fueling corridors.

Low Carbon Fuel Standard Credit Revenues

California's Low Carbon Fuel Standard (LCFS) represents a potentially valuable revenue stream for the EV Parking Strategy, which will offset costs over the life of charger assets. Metro generates LCFS credits for electricity used to charge electric vehicles at Agency facilities. Metro can then sell those credits on California Air Resources Board's regulated market. While these credit prices are variable, they have ranged between \$150 and \$200 per credit in recent years.

DETERMINATION OF SAFETY IMPACT

This Board action will not impact Metro safety standards.

FINANCIAL IMPACT

Metro is not requesting any new allocation of funding for the EVPSP at this time. Staff will pursue a PDA solicitation to identify a P3 partner to implement the EVPSP and bring the resulting agreement back to the Board for approval of the agreement's terms.

EQUITY PLATFORM

Implementing the EV Parking Strategic Plan will significantly increase access to EV charging for Metro's employees and transit riders, supporting more widespread EV adoption. While the carbon emissions benefit from vehicle electrification is often considered in a regional (or broader) context, Metro's data indicates that 37% of the park and ride users live within two miles of their preferred stop,

illustrating that the emissions benefit from replacing gasoline car trips will largely be generated in those communities where chargers are installed. EV charging at our Park & Ride lots will also benefit marginalized groups, particularly low-income households, BIPOC (Black, Indigenous, and people of color) communities, Equity Focused Communities (EFCs), and CalEnviroScreen Disadvantaged Communities (DACs), where EV charging is often slow to develop from private investment. The EV Parking Strategic Plan includes the development of charging at Park & Ride sites in communities in South Los Angeles (La Cienega, Expo/Crenshaw, Fairview Heights, Harbor Freeway stations), East Los Angeles (Atlantic Station), Van Nuys (Van Nuys and Sepulveda Stations), and Long Beach (Willow Street and Pacific Coast Highway Stations).

As EV ownership increases among marginalized groups, these customers will experience fuel and maintenance cost savings compared to gasoline cars, reducing their overall transportation burden within household budgets, and improving equity outcomes over the long term. Similarly, the addition of accessible EV charging spaces, as required by the State Americans with Disabilities Act (ADA) code, will increase access to EV charging for people with disabilities.

Metro leveraged GIS data to prioritize locations in disadvantaged communities, as defined by the State, for the deployment of EV infrastructure within the Plan. Results of the analysis showed that 54% of charging stations and 59% of sites within the plan are located within disadvantaged communities (top quartile). About 30% of stations and 34% of sites are located within EFCs, aligned with the overall population of LA County. These communities, which Metro is prioritizing in the plan, are often the last to receive investments in new, clean energy technologies.

In locations with constrained parking, the reduction in general spaces could limit the availability of parking to non-EV owners. Metro aims to mitigate this burden by prioritizing locations with ample unused parking so as not to take up limited parking resources in high-demand locations. This impact is only expected to be short-term as EVs become more affordable and used EVs become more available.

As new charging locations open, Metro will engage local community members and provide in-language information about new charging availability and information about benefits and use. This could include launch events at Park & Rides or nearby centers of community activity. Metro will also seek to engage hyperlocal community-based organizations (CBOs) within the communities where chargers are being installed to help disseminate information about the new stations, in alignment with Metro's 2021 Community-Based Organization Partnering Strategy. Metro will continue to monitor station usage and feedback from community members and users, including via EV social networks like PlugShare and ChargeHub, to adapt the EVPSP over time to ensure the stations are useful and delivering the benefits of EVs to our employees and customers.

Finally, as Metro seeks to identify future locations for public fast charging at agency owned properties, the EVPSP will engage local CBOs through workshops or direct discussions to help identify locations that will best serve drivers in EFCs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The EVPSP supports the implementation of Metro's Strategic Plan Goals, aligning with the following goals:

1.2.D: Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging.

4: Transform LA County through regional collaboration and national leadership by partnering with utilities to develop EV charging and help meet City and State initiatives to accelerate the adoption of EVs through greater access to electricity as a transportation fuel.

5.7: Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees, and supporting those who drive EVs or have an interest in owning an EV but lack reliable locations to charge one.

Further, the EVPSP directly addresses the 2019 CAAP and 2020 MBS Plan goals. The CAAP committed Metro to a 79% reduction in greenhouse gas emissions by 2030 and included measures to install EV charging at Metro facilities for employee commuter use. The MBS Plan emissions and pollution control Goal 5.4 included exploring "further measures to reduce employee commuting emissions."

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to adopt the EVPSP. Staff does not recommend this alternative because it would risk putting Metro behind regional adoption trends for electric vehicles among transit riders and employees, exacerbating future needs to deploy charging infrastructure to meet employee and rider expectations.

NEXT STEPS

Upon Board approval of this action, staff will move forward with the development and solicitation of a P3 to identify and select a partner for the implementation of the plan. The EVPSP identifies early priority projects for collaboration with utility partners in the near term and will continue to pursue these projects.

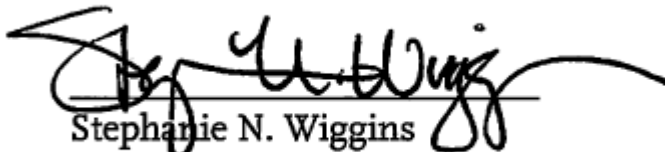
Metro staff will establish an EVPSP program management structure to oversee the deployment and partnership, develop program policies and procedures, including workforce development programs, and support outreach strategies to employees and public charging users. This interdisciplinary staff team will manage the P3 contract and coordinate with our internal partners in local divisions and facilities, as well as Metro Parking Management to plan deployments at sites under their purview, and identify needs, opportunities, and challenges specific to each location that will be factored into conceptual and detailed designs.

ATTACHMENT

Attachment A - LA Metro 2023-2028 Electric Vehicle Parking Strategic Plan

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Electric Vehicle Parking Strategic Plan 2023–2028



Metro

June 2022

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Executive Summary

The 2023-2028 Electric Vehicle Parking Strategic Plan (EV Parking Strategy or Plan) provides a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicles and charging infrastructure for Metro. The EV Parking Strategy complements the 2019 Metro Climate Action and Adaptation Plan and 2020 Moving Beyond Sustainability plan, focusing on opportunities to increase access to employee, transit-rider, and public charging and supporting Metro’s long-term transition to zero-emission vehicles.

The EV Parking Strategy offers data-driven insight into the current state of the Southern California market for electric vehicles (EVs), as well as the policy and regulatory directives driving regional and state-wide efforts to increase EV adoption. The plan then offers recommended goals, strategies, and prioritization plans for achieving identified objectives in each of the core EV Parking Strategy focus areas:

Table 1. EV Parking Strategy Goals and Enabling Strategies

EVSP Goals	Employee Commuting	Transit Riders	Public Charging
Enabling Strategies	Install chargers and make-ready ¹ charging infrastructure to plan for long-term growth Planning for at least 50% of charging ports installed in Disadvantaged Communities Leveraging local and state partnerships for incentives and coordination to support EV adoption Proactive EV charging network management and re-investing program revenues to support future growth		

For each segment of the EV Parking Strategy, we review a market analysis, technical requirements, and operational considerations for the charging network.

Based on existing internal and public data, we project the upfront capital and operational costs of achieving Metro’s EV Parking Strategy objectives and review available incentives to reduce these costs. The EV Parking Strategy concludes with proposed market-informed metrics to track Metro’s progress toward EV Parking Strategy goals.

¹ Make-ready infrastructure includes all of the supporting electric infrastructure and upgrades to bring electricity from the power source to the parking space. EV chargers are installed on a completed “make-ready.”

1. Introduction and EV Parking Strategy Objectives

Metro has committed to helping the state meet ambitious emissions reduction goals through a variety of strategies and measures across our service region by reducing our own agency emissions and serving the Los Angeles (LA) region with more sustainable transit options that get people out of their cars. As the population of electric vehicle (EV) drivers grows, Metro will need to design our services, facilities, and operations to serve a growing population of riders and employees who drive EVs. This EV Parking Strategy defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and proposes the costs and benefits associated with completing the EV Parking Strategy. The Plan also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

Purpose of the EV Parking Strategy

This EV Parking Strategy provides a framework to help Metro meet growing rider and employee interest in zero-emission vehicles. It also positions Metro to complement other regional and statewide efforts by supporting EV adoption through increased access to daily charging. The EV Parking Strategy addresses Metro’s employee, transit-rider, and public charging segments. A separate initiative will address Metro’s non-revenue fleet (NR) charging. The increased adoption of EVs among employees and riders will also enable fuel and maintenance savings for our employees and patrons, compared to existing fossil-fueled vehicles.

Metro’s Role in Vehicle Electrification

The 2019 Metro Climate Action and Adaptation Plan² (CAAP) commits to a 79% reduction in greenhouse gas (GHG) emissions by 2030 and specifies the measures Metro will implement to meet this ambitious goal. CAAP measures include installing EV charging infrastructure at Metro facilities for employee commuter use. The EV Parking Strategy operationalizes those goals to build on existing progress and meet the 2030 targets specified in the CAAP and reinforced in the 2020 Moving Beyond Sustainability (MBS) plan.³

Regional and state efforts to electrify the transportation sector further necessitate the need for a comprehensive EV Parking Strategy. In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035,⁴ further reinforcing the state’s long-term shift toward electric and other zero-emission vehicles. At the local level, Metro was among the leaders of the Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership, which has defined the region’s Zero Emissions 2028 Roadmap.⁵ The latest Roadmap edition calls for achieving three goals by 2028, supported individually and collaboratively by the public and private contributors:

- > Achieve 80% EV market share (vehicles sold) and 30% of the total passenger vehicle population.

² Metro (2019). *Metro Climate Action and Adaptation Plan 2019*.

http://media.metro.net/projects_studies/sustainability/images/Climate_Action_Plan.pdf

³ Metro (2020). *Moving Beyond Sustainability Strategic Plan 2020*. <http://media.metro.net/2020/Moving-Beyond-Sustainability-Strategic-Plan-2020.pdf>

⁴ Executive Department, State of California, 2020. *Executive Order N-79-20*. Issues September 23, 2020.

<https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

⁵ LACI (2019). *Transportation Electrification Partnership Zero Emissions 2028 Roadmap 2.0*. Published November 26th, 2019. https://lincubator.org/wp-content/uploads/LA_Roadmap2.0_Final2.2.pdf

- > Shift 20% of all single-occupancy vehicle trips to zero-emission public transportation, bikes, or other active transportation modes.
- > Advance zero-emission solutions for all public investments in surface vehicles and related infrastructure for goods movement.

Metro will play a vital role in reaching all three of these targets, whether through our plans to electrify the bus fleet or future capital investments that will support the region’s sustainable growth. The LACI Roadmap also targets the installation of 84,000 public and workplace chargers across the region. Transportation electrification at Metro’s facilities will enhance efforts by other partners, including the City of Los Angeles’ 2019 Green New Deal and the Los Angeles Department of Water and Power (LADWP), Southern California Edison (SCE), and the Southern California Public Power Authority (SCPPA), who have also increased their investments in transportation electrification.

State and Regional Progress

The Electric Vehicle (EV) market in California is approaching an inflection point. As of the end of 2020, over 625,000 battery (BEV) and plug-in hybrid (PHEV) electric vehicles were registered across the state. Of these, more than one-in-three in the state were registered in the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA). While these EVs represent only about 2.5% of the total light-duty vehicle population, new vehicle sales in the Los Angeles MSA have rapidly grown to exceed 8% of total new sales statewide.⁶ In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035,⁷ further reinforcing the state’s long-term shift toward electric and other zero-emission vehicles (ZEVs).

At the same time, global automobile manufacturers continue to announce significant investments in EV market growth while phasing out internal combustion engine technologies. Ford and General Motors (GM) combined have planned \$56 billion of investment in EVs by 2025; Kia, Mitsubishi, Subaru, Volkswagen, and Volvo all project between 40-60% of their global sales will be electric by 2026. GM is also targeting the phase-out of diesel and gas powertrains entirely in the light-duty segment by 2035.⁸ In 2021, Tesla exceeded 900,000 electric vehicles delivered globally for the first time.⁹ Bloomberg New Energy Finance projects that battery pack prices – the main driver of EVs’ higher incremental costs – will fall below \$100/kWh by 2024 and drop another 40% by 2030 – enabling EVs to have a price advantage over comparable gasoline vehicles.¹⁰ These market factors, bolstered by evolving consumer preferences, put EV adoption on a path for significant growth in the coming decade.

In projecting a path to meet the state’s long-term greenhouse gas reduction goals, the California Air Resources Board (CARB) forecasts more than doubling BEVs’ market share to more than 25% of vehicle sales in 2025 and nearly 50% in 2030. This trajectory would put more than eight

⁶ California Energy Commission. California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 30, 2021. Retrieved 6/24/2021 from <https://www.energy.ca.gov/zevstats>

⁷ Executive Department, State of California. Executive Order N-79-20. Issued September 23, 2020. <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>

⁸ Car and Driver. “Here are all the promises automakers have made about electric cars,” June 26, 2021. <https://www.caranddriver.com/news/q35562831/ev-plans-automakers-timeline/>

⁹ Tesla. Tesla Q4 2021 Vehicle Production Deliveries, January 2, 2022. <https://ir.tesla.com/press-release/tesla-q4-2021-vehicle-production-deliveries>

¹⁰ Bloomberg New Energy Finance, Electric Vehicle Outlook 2021 – Executive Summary. Accessed June 30, 2021. <https://bnf.turtl.co/story/evo-2021/page/7/1?teaser=yes>

million zero-emission vehicles on the road, primarily BEVs, by 2030.¹¹ Today, the Los Angeles MSA represents 37% of the EV population in the state. If CARB’s projections are realized, this will equate to three million EVs on the road in the Los Angeles MSA in 2030, or 12-fold growth over the decade.

Metro has identified multiple strategies to help the state meet ambitious emissions reduction goals – and more broadly, to serve the LA region by reducing vehicle trips through more sustainable transit options. As the rate of EV adoption grows, Metro will need to evolve our services, facilities, and operations to serve a growing population of riders and employees that drive electric vehicles. The EV Parking Strategic Plan defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and proposes the costs and benefits associated with completing the EV Parking Strategy. The EV Parking Strategy also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

Assessment of Local and Peer EV Charging Deployment

Implementation of the EVPSP will establish Metro as a leader both within Southern California and among peer agencies concerning support for the oncoming growth of EV drivers. Staff reviewed progress and/or plans for EV charging from local and national peers or sister agencies for comparison with the Plan:

- > **City of Los Angeles:** Over the last five years, the City has installed approximately 350 charging stations at 19 locations across the city, 140 chargers are designated for city fleet vehicle use, while 210 are made available for public and city employee use. The City Council recently passed a motion to develop and implement an Electric Vehicle Master Plan to aid in the electrification of 10,000 city fleet vehicles. The city’s plan would add charging at more than 600 city-owned properties.¹² As of early 2021, there were just over 11,000 commercial charging stations in Los Angeles largely funded by incentives from the Department of Water and Power. Several city agencies installed over 1,300 of these stations, including the Bureau of Street Lighting, and the Departments of Transportation and General Services. This surpasses the mayor’s 2023 goal of 10,000 stations two years ahead of plan. The city targets 25,000 chargers installed by 2025, of which Metro’s EVPSP would be in direct support.¹³
- > **Los Angeles Department of Water and Power (LADWP):** In addition to funding incentive programs for commercial charging stations, LADWP has supported the installation of 430 chargers on streetlight poles across the city.
- > **Bay Area Rapid Transit (BART):** BART is in the pilot stage of EV charging for its facilities, deploying 44 chargers at two rail station parking facilities. BART’s board adopted an EV Charging Policy¹⁴ in November 2021, which acknowledged the District’s role to reduce the environmental footprint of regional transportation, as the largest operator of vehicle parking for a rail operator in the state. The Policy sets high-level goals and strategies for EV charging deployment but does not contain long-term targets for charger deployment.

¹¹ California Air Resources Board, Revised Draft – 2020 Mobile Source Strategy, April 23, 2021.

https://ww2.arb.ca.gov/sites/default/files/2021-04/Revised_Draft_2020_Mobile_Source_Strategy.pdf

¹² CleanTechnica.com, Electric Vehicle Master Plan – 10,000 EVs For Los Angeles, April 12, 2022.

<https://cleantechnica.com/2022/04/12/electric-vehicle-master-plan-10000-evs-for-los-angeles/>

¹³ LADWPnews.com, Mayor Garcetti Announces the City Has Helped Install 10,000 EV Chargers, January 6, 2021.

<https://www.ladwpnews.com/mayor-garcetti-announces-the-city-has-helped-install-10000-ev-chargers/>

¹⁴ BART, Electric Vehicle Charging Policy, November 18, 2021.

<https://www.bart.gov/sites/default/files/docs/BART%20Electric%20Vehicle%20Charging%20Policy%20-%20Final.pdf>

- > **City of Boston:** Boston released its Zero-Emission Vehicle Roadmap¹⁵ in 2022, which broadly covers the city’s goals to support widespread adoption of electrification, ensure affordable, convenient access to charging, and electrify the municipal fleet. Targets for the roadmap include ensuring every household in the city is within a 10-minute walk of an accessible EV charging station by 2040 and installing 1,055 level 2 chargers owned by the city or privately by 2025.

While many peer transit agencies are actively planning for and implementing bus electrification plans, a scan of other large peer transit agencies’ sustainability planning did not identify long-term or large-scale EV planning for employee or transit rider use on the scale envisioned in the EVPSP.

Metro’s Current EV Progress

As of May 2022, Metro operates 108 Level 2 EV charging ports, of which 81 are deployed at Park and Ride (P&R) locations for public use (see Figure 1 below). Metro’s non-revenue fleet operates 25 chargers, and two chargers are reserved for use at Metro’s Gateway building. Metro’s charging equipment is compliant with the Open Charge Point Protocol (OCPP), which allows for the flexibility and interoperability of various charging network service providers across Metro’s network and on existing charging hardware. This important feature provides ease for scalability and a level of “future-proofing” of charging assets to allow them to operate with new charging services as needed in the future. Metro will continue to require OCPP-compliant hardware in future procurements or deployments as part of the EVPSP.

P&R chargers are installed across 18 locations, with three to four ports installed at most sites. Union Station Gateway has the most, with 13 ports installed. From July to October 2021, the P&R chargers averaged 10-11 sessions per charger each month, down from a peak of 50 sessions per charger per month in January 2020, before the beginning of the coronavirus pandemic.¹⁶ Two locations (Sierra Madre Villa on the L Line [Gold] and Willow on the A-Line [Blue]), had consistently higher use, with 17-32 charging sessions per month. Charging events between July and October 2021 have averaged between 17 and 21 kilowatt-hours (kWh), or roughly 55-70 miles of electric range per session. During those months, 68 P&R stations provided electricity for approximately 50,000 zero-emission miles per month. These stations also delivered \$1,600-\$1,800 in revenue per month from drivers paying for station usage, or \$2.36 per session. This equates to \$0.12 per kWh of energy delivered, or just over \$1 per gallon equivalent of gasoline, enabling significant savings for EV drivers compared to driving a fossil-fueled car.

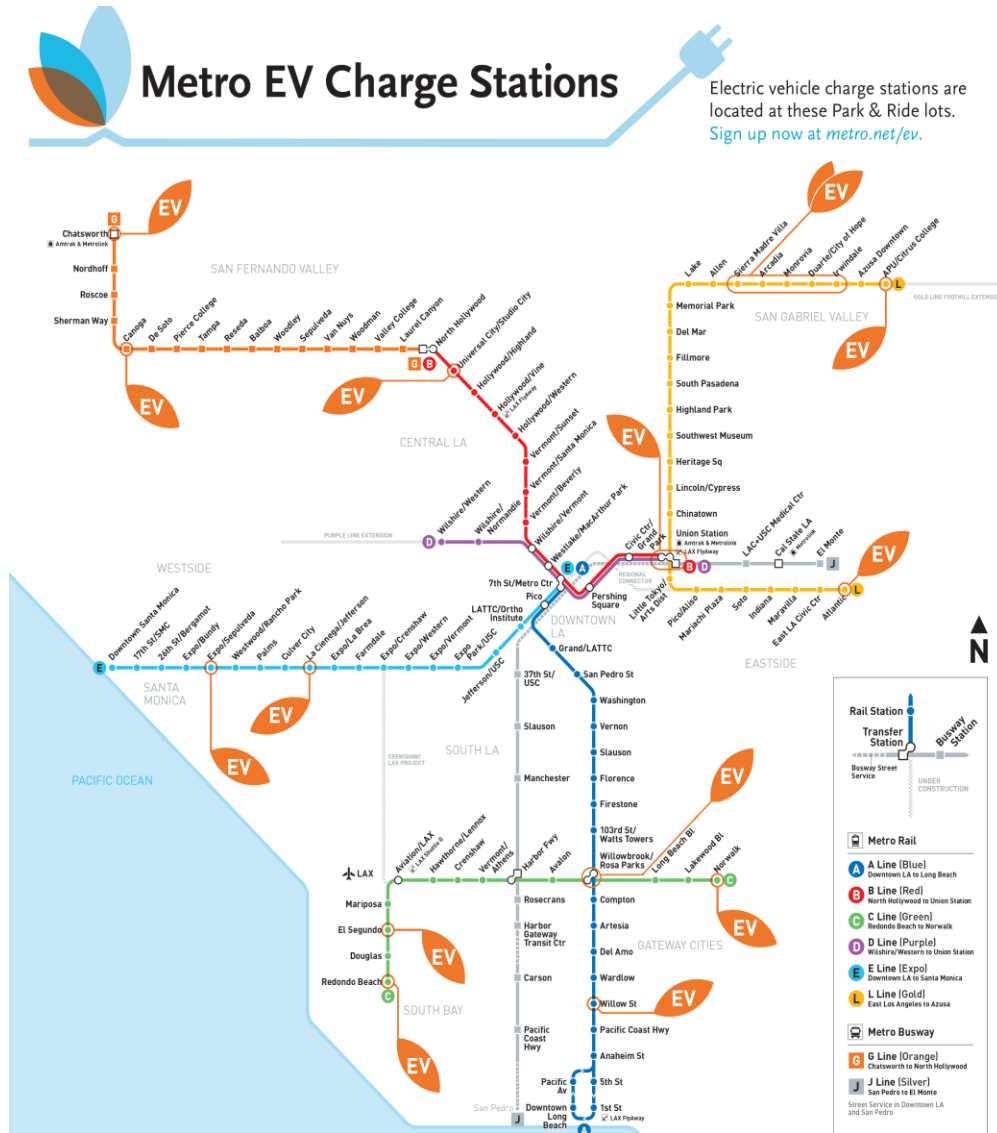
Metro’s current network of 108 chargers is operated and maintained through a contract with Axxera, which is set to expire in August 2022. As described in Sections 5 and 6 below, Metro plans to extend this contract for up to 24 months while soliciting a long-term partnership solution to deploy the full EVPSP.

¹⁵ *Boston.gov, City of Boston Zero Emission Vehicle Roadmap, 2022.*

https://www.boston.gov/sites/default/files/file/2020/12/Boston%20EV%20Roadmap_1.pdf

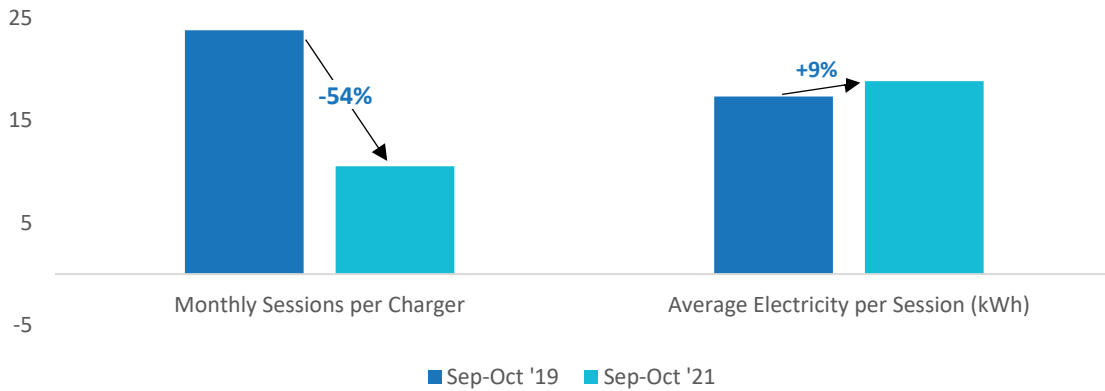
¹⁶ *Charging station session and consumption data for public and non-revenue Chargers in 2021 may not be representative of typical historical (or future) months due to impacts of the coronavirus pandemic on travel and commuting patterns.*

Figure 1. Metro P&R locations with EV charging stations



Analysis of P&R charging data from July through October 2021 displays a significant decline in usage compared to the months preceding the beginning of the COVID-19 pandemic. This indicates, as expected, that stay-at-home orders and reduced commuting reduced EV charger use, which has not yet rebounded despite increases in vaccination rates this year and the economy’s reopening. Comparing the available data from, September-October 2021 with the same months in 2019, before the pandemic, each charger averaged less than half as many sessions per month, and stations saw a 40% reduction in the amount of electricity delivered. Interestingly, the average energy used per session has increased in September and October 2021, with drivers using 9% more electricity each time they charged at a P&R location. While the long-term effects of remote work may change the dynamics for commuters who need daily charging at park and rides. Metro’s data continues to show rebounds in the usage of P&R chargers. Comparing the month of April 2021 to April 2022, charging energy dispensed at Metro’s P&R chargers increased by 28% and monthly transactions increased by 46%, though they remain below pre-pandemic levels.

Figure 2. Comparison of 2021 P&R Charging Usage to Pre-Pandemic Months

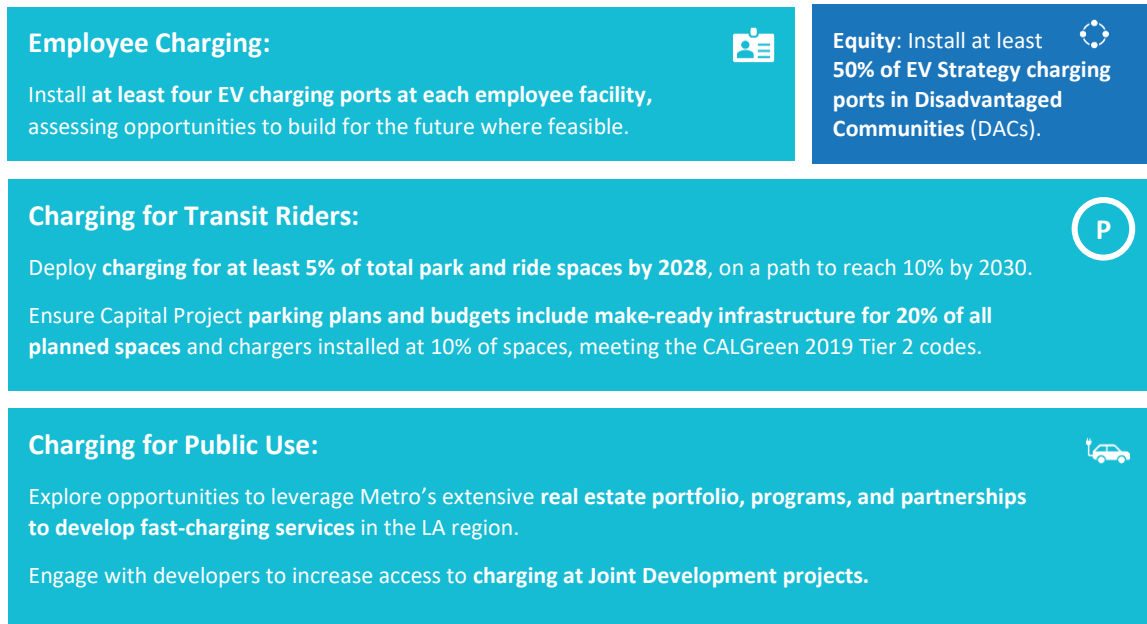


Twenty non-revenue (NR) fleet chargers are deployed across seven Metro facilities, with half of these installed at Union Station Gateway. Other divisions and locations have one to three chargers installed. These chargers support 21 BEVs that are active in the NR fleet, including 20 Chevy Bolt sedans and one Kia Niro SUV. While the 10 chargers at Gateway do not report usage data, the other 10 chargers logged 288 sessions per month between July and October 2021, or approximately 1 session per charger per day. Average charging sessions for the month were between 11-17 kWh or 35-55 miles per session. Metro does not currently have charging stations installed for employee commuting use. A 2020 survey indicated that at least 17 employees commute via electric vehicle to nine different Metro facilities.

EV Parking Strategy Objectives

Metro has established five-year deployment goals for the three segments of the EV Parking Strategy: Employee, Transit Rider, and Public Charging. These targets are intended to align with the goals set by Metro in the 2019 CAAP and 2020 MBS Plan. Underlying each of these goals, we aim to complete the EV Parking Strategy equitably, installing a majority of chargers in Disadvantaged Communities.

Figure 3. EV Strategy Goals by Charging Segment



Meeting the objectives of the EV Parking Strategy will require close coordination between the Office of Sustainability, internal Metro stakeholders, and external parties. These entities and their roles are listed in Appendix A.

While the EV Parking Strategy is designed to span 2023-2028, additional activities and investments will be needed after these five years to continue supporting EV adoption and usage among riders and employees. The EV market is only 10 years old but has seen significant technological advancement and growth during that time. By carefully monitoring future market conditions, Metro can remain responsive and adaptable to this new and evolving market.

EV Parking Strategy Development Outreach

The Office of Sustainability conducted extensive internal and external outreach and coordination in support of the development of the EV Parking Strategy.

Internal Stakeholders

- > Local Division Leadership: As sites are evaluated for utility incentive programs, engaged Division staff to identify local conditions and any on-the-ground challenges to deploying employee infrastructure.
- > Parking Operations: Confirmed shared interest in developing EV charging for P&R patrons and reviewed prioritized P&R locations to validate the feasibility of charging deployment (and target number of charging spaces) at each site. Reviewed parking utilization and identified potential challenges at priority sites.
- > Equity Liaisons: Reviewed overall EV Parking Strategy and collected feedback on rapid equity platform assessment, which was incorporated into the Plan. Discussed impacts of EV Parking Strategy deployment on equity groups.

External Stakeholders

- > Sustainability Council: Previewed the EV Parking Strategy with Council and collected feedback on the draft EV Parking Strategy, which was incorporated into the final Plan.
- > Utilities: Previewed Metro’s overall plans and priority sites with SCE account representative and program managers from the utility’s “Charge Ready” incentive program to validate plans for utility program applications. Confirmed strategies for long-term planning on light-duty vehicle charging and medium-/heavy-duty vehicles and charging. Similar conversations occurred with the Los Angeles Department of Water and Power (LADWP) account representative to engage on their program offerings.
- > California Department of Transportation (Caltrans): Confirmed agencies’ shared interest in developing charging at Caltrans-owned sites and reviewed expectations of Plan implementation. Collaborated on prioritized site lists and outlined required steps and approvals from Caltrans to approve charging installations on sites they own.
- > Energy Resiliency Series & EV Workshop: Gathered sustainability and climate action leaders from across the region for the resiliency series; hosted EV advocates, utilities, and vendors for an EV workshop. Shared initial vision and goals of EV Parking Strategy, collected feedback, and incorporated into plan format and structure, including prioritization of sites.
- > EV Charging Providers: Conducted EV RFI to identify products and services currently on the market that would align with Metro’s EV Parking Strategy for each segment.

Plan Organization

The EV Parking Strategy is organized around the four segments of EV charging outlined in the objectives above:

- > **Section 2** defines the plan and prioritization of Employee charging locations
- > **Section 3** defines the plan and prioritization for Transit Rider charging, including both existing sites and yet-to-be-developed capital projects
- > **Section 4** defines the areas of focus for Metro to explore developing Public Charging
- > **Section 5** outlines the high-level cost estimates for the five-year program and incentives that are currently available to offset EV Parking Strategy deployment costs
- > **Section 6** details the near-term activities staff will undertake to plan for a successful implementation of the EVPSP
- > **Section 7** reviews long-term actions considered as part of the EVPSP
- > **Section 8** summarizes the recommendations of the EV Parking Strategy and lists measures of success

2. Employee Charging

Metro’s sustainability commitment extends beyond our facilities to address impacts from employees – including their daily travel to and from work. Metro can support zero-emission commuting among employees by providing access to EV charging at employee parking facilities, installing charging at each of the Agency’s employee locations by 2028 and a longer-term target of electrifying 10% of total employee parking spaces.

Overview of Employee Charging

Metro employs 9,800 individuals across the region, approximately 75% of which drive to work.¹⁷ According to the 2020 survey for Southern California Air Quality Management District’s (SCAQMD) Rule 2202, Metro had 17 employees across nine locations who responded that they commuted via zero-emissions vehicle, though the actual number of EV drivers is likely higher. Increasing access to charging at workplaces would accelerate performance with Rule 2202 to reduce emissions from employee commuting¹⁸ and be in alignment with the U.S. Department of Energy’s national Workplace Charging Challenge, launched in 2013.¹⁹

Access to workplace charging can double the effective electric range of EV commuters who charge at home. Employee charging can also break down barriers to EV adoption for employees without access to charging at home, either because they rent, live in multi-family dwellings, or park on-street. Improved charging access can help employees ultimately decide to purchase an EV and feel comfortable commuting with the vehicle’s limited range compared to a gas vehicle. The visibility of workplace charging can also help improve awareness of electric vehicles among employees.

“I have always wanted to buy an EV but cannot due to the fact that I would not be able to charge my car at work.”

– Survey response from Metro Equipment Maintenance Employee

Employee Charging Infrastructure Requirements and Approach

Metro’s approach to installing EV charging is guided by two principles:

- > Provide charging at each facility by 2028, so that all employees who want to drive an electric vehicle and charge at work have the opportunity to do so; and
- > Assess the long-term needs for employee charging, targeting 10% of employee parking spaces by 2030, enabling more employees to charge their vehicles at work as the population of EV drivers grows over the decade.

Metro plans to install Level 2 charging for employees. Because workplace dwell times are typically eight hours or longer, slower Level 1 charging could suffice for many employees. However, as EV battery ranges continue to improve, drivers can rely less on daily “top-up” charging, and instead use workplace charging every few days or weekly, allowing more drivers

¹⁷ According to a 2017 Metro employee survey (conducted in accordance with Rule 2202 of the South Coast Air Quality Management).

¹⁸ South Coast Air Quality Management District. Rule 2202 – On Road Motor Vehicle Mitigation Options Employee Commute Reduction Program Guidelines. February 5, 2016. [http://www.aqmd.gov/docs/default-source/rule-book/support-documents/rule-2202/rule-2202-employee-commute-reduction-program-guidelines-\(ecrp\).pdf?sfvrsn=10](http://www.aqmd.gov/docs/default-source/rule-book/support-documents/rule-2202/rule-2202-employee-commute-reduction-program-guidelines-(ecrp).pdf?sfvrsn=10)

¹⁹ U.S. Department of Energy Alternative Fuels Data Center (2021). Workplace Charging for Plug-In Electric Vehicles. Accessed 6/27/2021. https://afdc.energy.gov/fuels/electricity_charging_workplace.html

to use fewer chargers over a typical week. Utilizing Level 2 chargers will reduce the total number of required workplace charging stations per site and increases cost-effectiveness compared to the costly trenching, conduit, and cabling distances associated with installing Level 1 chargers more ubiquitously across parking lots. Metro will be able to leverage charging management software to reduce power draws of level 2 chargers to limit demand and mitigate higher electric costs and potential strain on the electric grid. Metro may further evaluate the need for additional types of charging at employee and P&R locations throughout this Plan and may install additional Level 1 charging to complement planned Level 2 chargers in future phases. Charging equipment procured by Metro will continue to be OCPP compliant to allow for future flexibility around charging services and providers.

Proactively anticipating changing employee needs will enable Metro to adapt and evolve these charging requirements over time. The COVID-19 pandemic demonstrated how quickly commuting patterns can change, and its long-term impacts on office work are still unclear. Additionally, commuting distances may be impacted by the high cost of housing, as more employees live further away from work. Metro plans to conduct employee research (e.g., surveys or focus groups) to better understand current levels of interest and expected needs for workplace charging.

Site Prioritization Plan and Charger Needs

Metro's 2023-2028 prioritization plan for employee charging infrastructure is summarized in Table 2 below. Metro's site-based approach prioritizes locations for employee chargers based on the following criteria:

- > **Locations within Disadvantaged Communities:** Census tracts designated by the State of California as DACs often lag in investments in clean energy technologies, and Metro can support earlier investment in these areas.
- > **Availability of Utility Incentives:** Utility incentives and other grant opportunities help reduce the upfront capital costs of the site development, and Metro prioritizes sites with more valuable incentives. See Section 5 for more detail on utility incentive programs.
- > **Parking Lot Size, Type, and Layout:** Larger parking lots provide more flexibility in locations for charging installation without disrupting users. The EV Parking Strategy also considers garages over surface lots, where possible, due to typically lower costs and ease of installation in parking structures.

Metro will evaluate each site's employee parking, driver usage, and future site plans to determine the appropriate level of charging, targeting at least four chargers at each site as feasible. Metro may revisit this prioritization based on other facilities' projects that align with charging installation.

Table 2. Employee charging facilities installations by year

Prioritization		Facility			
Priority	Fiscal Year	Metro Property	DAC	Lot Type	Utility
1	2023	Loc 99	No	Garage	LADWP
2		Div 18	DAC	Lot	SCE
3		Div 7	No	Garage	SCE
4		Div 4	No	Lot	SCE
5		Loc 60	DAC	Lot	SCE
6		Div 10	DAC	Lot	LADWP
7	2024	Div 15	DAC	Lot	LADWP
8		Loc 30	No	Garage	LADWP
9		Div 1	DAC	Lot	LADWP
10		Div 13	No	Garage	LADWP
11		Div 5	DAC	Garage	LADWP
12		Loc 84	No	Lot	LADWP
13	2025	Div 3	DAC	Garage	LADWP
14		Loc 64	DAC	Garage	LADWP
15		Div 21	DAC	Lot	LADWP
16		Div 2	DAC	Lot	LADWP
17		Div 8	No	Lot	LADWP
18		Div 9	DAC	Garage	SCE
19	2026	Div 20	DAC	Lot	LADWP
20		Div 16	DAC	Lot	LADWP
21		Div 24	DAC	Lot	SCE
22		Div 11	No	Lot	SCE
23		Loc 63	DAC	Lot	LADWP
24		Loc 62	DAC	Lot	LADWP
25	2027	Div 14	DAC	Lot	SCE
26		Div 22	No	Lot	SCE
27		Loc 34	No	Lot	Vernon
28		Loc 66	DAC	Lot	SCE
29		Loc 110	DAC	Lot	SCE
30		Loc 55	DAC	Lot	LADWP

Employee Charging Implementation Considerations

Alignment with NR Infrastructure Planning

For sites where employee and non-revenue parking are nearby, Metro will consider opportunities to deploy charging infrastructure for both uses in conjunction to take advantage of economies of scale. Several initial applications to Southern California Edison’s EV charging infrastructure incentive program include both employee and non-revenue chargers to improve candidate sites’ viability for program funding. Parking and charging may also be shifted between employee and non-revenue use depending on the demand for the charging over time. For example, if a location has a high demand for employee charging but has not been assigned significant NR EVs, chargers could be allocated to employee use until the NR EV population increases and additional chargers are installed. This will allow existing chargers to be used more efficiently and delay the need to budget for and install additional employee chargers. These arrangements will be considered on a case-by-case basis to ensure employee parking does not impact NR fleet operations.

Charging Management and Access

The employee charging network will require active management to ensure reliability for employees and oversee service contracts and maintenance. Metro will require at least one full-time employee to oversee the network systemwide, as well as local liaisons within facilities at each Division to respond to local issues or questions as they arise. Employees will request access to the charging network from the employee charging program manager, who will also provide onboarding materials to educate users on the charging equipment, costs, and best practices to share with colleagues. Metro will explore

“There need to be enough chargers to make this practical, remembering that many employees will park for 8 hours and never move their vehicles, even after they are fully charged.”
 – Survey response from Metro RFS Employee

opportunities to intelligently control charging loads, reduce usage and demand during peak time-of-use electricity hours, and increase participation in demand response programs, reducing costs and strain on the grid. These components of employee charging load management should only be enacted if employees can be guaranteed sufficient range to complete their driving needs.

Local liaisons will need to work with the population of EV users at their locations to ensure fair and equitable access. If demand for employee charging outstrips the available number of ports, guidelines may need to be established or modified for each location based on the work patterns at each site or other local constraints. Metro will also consider the potential to implement reservation systems that can be accessed via mobile app or internet so that employees can book a charging window in advance and plan their charging needs more confidently.

Charger Pricing Structure

Metro will establish a pricing structure for employee use, consistent with California state regulation which requires EV charging to be based on \$/kWh pricing, and clearly show any additional charges or fees. Requiring payment for charging avoids concerns of providing benefits (free charging) to EV owners that are not available to non-EV employees. Pricing for employee charging also encourages efficient charger usage: if employee charging is free or lower cost than home charging, employees will opt for the cheaper option and create unnecessary demand for

the potentially limited supply of charging at Metro locations.²⁰ Metro will aim to establish fair market pricing for use of its chargers and has no intention of overcharging employees or public users. Pricing may need to be adjusted regularly based on utility rate schedules or changes in usage patterns by employees. Moving forward, Metro will work in concert with the Board to approve new pricing rates as they are updated in the future.

The pricing structure will also consider more dynamic pricing options to improve the efficient use of chargers. Strategies may include using time-of-use prices to align with utility rate costs or idle fees, which add an additional charge (e.g., \$/hour) for the time employees remain in a charging space after their vehicle has completed charging and a reasonable grace period has passed. This encourages employees to move their cars and allow another employee to charge, improving the utilization of chargers.

Education and Engagement

In addition to providing a service to employees driving EVs, workplace charging creates an opportunity to improve employees' understanding of and interest in electric vehicles. As employee charging stations open across Metro facilities, Metro will conduct employee engagement activities to promote the new access to convenient, reliable workplace charging and to raise awareness about EVs and their benefits among non-EV driving employees. For example, in conjunction with charger openings, Metro could host ride-and-drive events with local dealerships, vehicle OEMs, and non-profit organizations to allow employees to experience driving an EV and see the variety of model offerings available on the market.

Metro will also develop communication plans for employees at each site to broadcast information about new charger availability, tips for shared use among employees, the pricing structure, and how to gain access to the employee charging network.

Key Recommendations for Employee Charging

- > Develop employee charging at prioritized locations, pursuing utility incentives to deploy sites cost effectively.
- > Conduct additional employee research to understand and inform long-term charging needs.
- > Develop employee engagement plans for new charging sites to increase awareness of EV charging and benefits.

²⁰ For simplicity and the purposes of the EV Parking Strategic Plan Cost and Revenue Modeling, Metro has assumed a charging price consistent with an estimated average cost of electricity.

3. Transit Riders Charging

Transit Riders Charging will increase access to charging for Metro riders through chargers installed at Metro’s P&R locations. Like employee charging, improving charging availability for transit riders can increase the likelihood that P&R users will consider an electric vehicle. P&R charging can double the effective range of an EV if drivers charge at home. It can also serve as a primary point of charging for riders without access to home charging who use P&R lots regularly for their transportation needs.

Overview of Transit Riders Charging

Installation of public charging at new P&R facilities is required by Title 24 CALGreen codes; Metro has gone beyond this requirement and committed to adding charging at existing P&R facilities. Based on the CALGreen codes, Metro will target the installation of charging stations at 5% of total P&R spaces by 2028, on track to electrifying 10% of spaces by 2030.

Metro currently operates nearly 50 P&R locations, several with multiple lots, totaling over 19,000 spaces in the P&R inventory. This inventory is dynamic and changes over time as needs shift or as parking properties are developed for other uses. While Metro owns most P&R locations, some properties are owned by Caltrans and operated under joint-use agreements. Metro’s Capital Planning includes the addition of 14 P&R locations at planned future stations over the next decade. These would add over 8,600 additional parking spaces and will be subject to the CALGreen EV charging requirements at the time of their development. The EV Parking Strategy divides P&R charging plans between existing sites (“retrofit”) and future capital projects (“new construction”).

Charging Infrastructure Requirements and Approach

Metro’s P&R charging approach is driven largely by Title 24 CALGreen requirements for EV charging at public parking facilities. The CALGreen codes have been updated based on a triennial cycle since 2009, with the most recent 2019 codes enforced as of July 1, 2021. The state has proposed 2022-cycle codes that, if adopted, would be effective January 1, 2023. Current codes require only a certain percentage of total parking spaces to be “EV capable” – meaning spaces are identified for EV charging and make-ready infrastructure is in place so that a Level 2 charger could be more easily installed in the future. LA County’s codes also require a percentage of those spaces to have an EV charger installed, an approach adopted by the proposed 2022 State codes.

Table 3. Comparison of 2 CALGreen EV charging requirements for EV capable parking spaces

Code Tier	CALGreen 2019 (Currently in effect)	CALGreen 2022 (Draft)
Mandatory	10% of total spaces	20%
Tier 1	15%	30%
Tier 2	20%	45%

Per the MBS Plan, Metro has elected to design and build 100% of its capital projects in compliance with the 2019 CALGreen Tier 2 requirements, which include developing sites with 20% of parking spaces identified and made ready for EV charger installation. Based on the 2020

City of Los Angeles’ Green Building Code, Metro will also install Level 2 EV charging stations at 10% of parking spaces. While this requirement only applies to new construction, Metro will use the 10% figure as a goal across the P&R system through 2030, and as an informal target for each location where charging is added.

Metro will consider how proposed 2022 code-cycle updates impact current plans and align with expected needs. The proposed Tier 2 EV requirements would more than double the number of EV-capable spaces required under the current 2019 codes, and additionally require that 15% of spaces (one-third of EV-capable spaces) have charging stations installed. These requirements would add significant costs beyond initial EV Parking Strategy plans for capital projects and may ultimately provide more charging capacity than is needed based on P&R driving patterns.

While Metro considered slower, low-power Level 1 charging in the development of the Plan, adding greater numbers of Level 1 charging was determined to be less cost-effective than installing Level 2 chargers, which also can dynamically change power demand based on driver and/or grid needs. Charger installation costs are typically driven by factors including trenching, conduit, and cable distances. Installing more Level 1 chargers would increase these distances, adding to project construction costs. Metro may further evaluate the need for additional types of charging at employee and P&R locations throughout this plan and may install additional Level 1 charging to complement planned Level 2 chargers in future phases. For more information, see Appendix B. Charging equipment procured by Metro will continue to be OCPP compliant to allow for future flexibility around charging services and providers.

Additionally, Metro has developed a set of prioritization criteria to identify existing P&R sites for EV charging installation during the Plan period, described in Appendix B. These criteria were selected to maximize the impact and amount of charging that could be deployed, including prioritizing sites that will align with utility incentive program design. Metro also incorporated qualitative data in its prioritization based on feedback from internal partners, including Parking Operations, which identified locations that would be potential best fits for the addition of EV charging.

Table 4. Considerations for prioritizing P&R sites for the development of EV charging

Criteria	Priorities
Community Impact	<ul style="list-style-type: none"> > Identified locations most negatively impacted by pollution caused by transportation, including economic, environmental, and health concerns > Metro-prioritized locations in disadvantaged communities (DACs) > Sites located in DACs often receive increased incentives and help meet utility program targets
Structure Type	<ul style="list-style-type: none"> > Garages, due to lower installation costs than surface lots, less required trenching, ability to use wall-mounted equipment, and the likelihood of meeting utility program cost thresholds

Total Number of Parking Spaces	> Sites with more spaces to accommodate chargers, increasing site cost-effectiveness and increasing locational flexibility to identify lowest cost site options
Location	> End-of-line locations with more customers who frequently leave vehicles for 6+ hours, 4-5 days a week and connect with modes of transportation including bike and Metro Micro
Traffic Analysis Zones (TAZ)	> Use of Metro’s residential and commercial Traffic Analysis Zones scores for each station based on likely residential EV ownership and routes used to commute to/from work
Available Real Estate	<ul style="list-style-type: none"> <li data-bbox="605 623 1385 730">> Allows for the option to install solar parking canopies and battery storage in the future to help offset the additional energy required to power EV charging <li data-bbox="605 741 1385 827">> Onsite generation and storage to provide backup power for charging
Utility Incentives	> Sites with the highest available incentives to offset capital costs, understanding that utility incentive value and availability may be variable over time

Site Prioritization and Charger Needs

Based on these above assumptions and criteria, as well as qualitative assessments, Metro has developed a prioritized list of P&R sites for the development of EV charging. To identify charging ports per site, Metro targeted 10% of parking spaces to align with plans for new construction sites, and the 2020 City of Los Angeles’ Green Building Code. Metro’s Parking Management organization reviewed the proposed charging space targets and provided suggested modifications based on on-site utilization constraints and another local site context. Metro will submit these sites for utility incentive programs as they become available based on the prioritization below in Table 5. The estimated charging station counts are preliminary and may be revised based on parking utilization or other local factors.

Table 5. Prioritized P&R sites and estimated charging needs

Prioritization		P&R Location			Parking and Chargers		
Priority	Fiscal Year	Metro Property	DAC	Utility	Lot Type	Parking Spaces	Charging Stations
1	2023	Willow St.	DAC	SCE	Garage	689	65
2		Norwalk	DAC	SCE	Lot	300	10
3		Irwindale	DAC	SCE	Garage	350	35
4		Lakewood Blvd	DAC	SCE	Lot	531	40
5		Chatsworth	No	LADWP	Lot	609	58
6		Universal City/ Studio City	DAC	LADWP	Lot	782	74
7	2024	Arcadia	No	SCE	Garage	270	25
8		Atlantic	DAC	SCE	Garage	268	20
9		Monrovia	DAC	SCE	Garage	350	35
10		Long Beach	DAC	SCE	Lot	635	65
11		Expo/ Sepulveda	No	LADWP	Garage	260	20
12		La Cienega/ Jefferson	No	LADWP	Garage	494	45
13		Expo/Crenshaw	No	LADWP	Garage	450	45
14		Expo/Bundy	No	LADWP	Lot	217	22
15		Sherman Way	DAC	LADWP	Lot	207	20

Some P&R locations are operated under a Joint Use Agreement with Caltrans and require special considerations for charging development. Metro has conducted initial conversations with Caltrans staff, enabling the agencies to work together to meet shared objectives for charger installation at these facilities. Caltrans staff have noted several policies that must be factored into site development, particularly when applying for utility incentive programs. At this time, these policies include stipulations that do not allow profit from EV charging services on Caltrans-owned sites, and the inability to grant utility easements for EV charging infrastructure. Caltrans is reviewing their policies and considering changes to allow for the integration of EV charging at Metro-leased locations. These sites will require additional review by Caltrans and approval through Caltrans’ Airspace procedure during site planning. The Norwalk, Lakewood, and Long Beach lots prioritized above may serve as pilot opportunities to work through the joint planning and approval process.

Additionally, Metro’s Capital Projects plan includes three new P&R facilities that would be developed within the EV Parking Strategy period – the Foothill Gold Line extension in 2025 will open new stations in Glendora, La Verne, and Pomona with parking structures. Table 6 below identifies the number of EV-ready spaces per CALGreen Tier 2 requirements and the target number of charging stations installed at each site. The EV-ready space construction costs are

use). This will include monitoring the network for issues, prompt response for hardware or software issues, and regular preventative maintenance. Metro’s charging provider(s) will also manage customer service for users to aid with any access, payment, or other troubleshooting.

Metro will also work with charging network providers to enable TAP card integration to seamlessly pay for charging sessions, in addition to complying with any state regulation for payment access.

Charger Pricing Structure

At Metro’s existing P&R charging stations, the agency has historically charged users \$1 per hour of usage, capped at \$3 per day, plus a \$0.25 transaction fee per charge. Metro will establish a uniform pricing structure for transit rider use, consistent with new California state regulations which require EV charging to be based on \$/kWh pricing and clearly show any additional charges or fees.²¹ Requiring payment for charging encourages efficient charger usage: if charging is free or lower cost than home charging, users will opt for the cheaper option and create unnecessary demand for the potentially limited supply of charging at Metro locations.²² Metro will aim to establish fair market pricing for use of its chargers and has no intention of overcharging public users. Pricing will be communicated to drivers both via Metro’s website and via signage on-site. Pricing may need to be adjusted regularly based on utility rate schedules or changes in usage patterns by transit riders. Moving forward, Metro will work in concert with the Board to approve new pricing rates as they are updated in the future.

The pricing structure will also consider more dynamic pricing options to improve the efficient use of chargers. Strategies may include using time-of-use prices to align with utility rate costs or idle fees, which add an additional charge (e.g., \$/hour) for the time vehicles remain in a charging space after their vehicle has completed charging and a reasonable grace period has passed. This encourages users to move their cars and allow another user to charge, improving the utilization of chargers. Given that P&R locations are long-dwell, and where drivers are not near their car to move it once finished charging, Metro will not plan to include idle fees for drivers who do not move their vehicle after the car is finished charging. However, Metro may consider fees for drivers parked longer than extended periods (e.g., 12-16 hours) to ensure spot turnover daily and increase access for more drivers.

Interoperability of Charging Networks

As EV charging infrastructure has developed across the US over the last decade, a key frustration of many early drivers was the lack of “roaming” or interoperability between various charging network providers. Drivers would need to maintain accounts and memberships with any charging network or service provider that they used to be able to access and pay for charging at various stations. In recent years, major charging networks have begun to establish bilateral or multi-party agreements to allow for more seamless roaming between their networks and improve the experience for drivers charging in public. In the development of the EVPSP network, Metro staff will work with our charging partner to ensure the Metro network is also engaged with these national and regional charging networks to join in roaming agreements and enable

²¹ *Electric Vehicle Fueling Systems Specifications in the CCR Title 4, §§ 4001 and 4002.11 Final Regulation* (https://www.cdfa.ca.gov/dms/pdfs/regulations/EVSE-OAL_EndorsedLetter-and-FinalText.pdf) and *Statement of Reasons* (<https://www.cdfa.ca.gov/dms/pdfs/regulations/EVSE-FSOR.pdf>)

²² *For simplicity and the purposes of the EV Parking Strategic Plan Cost and Revenue Modeling, Metro has assumed a charging price consistent with an estimated average cost of electric.*

this type of interoperability to allow for a more seamless and simple charging experience for transit riders.

Costs

While EV-capable charging spaces are required for new construction per the CALGreen codes, Metro will experience significant savings by installing charging infrastructure in new construction as opposed to retrofitting sites after they are built. An analysis from the California Electric Transportation Coalition found that an office with 150 parking spaces installing charging infrastructure for 10% (15) EV ready spaces would pay less than a quarter of the cost per EV space of a standalone site retrofit. As shown in Table 7 below, significant cost savings are achieved through raceway installation, reduced trenching needs, and fixed costs like permitting, inspection, and construction management.²³

Table 7. EV charging installation costs in retrofits vs. new construction

Cost Component	Stand Alone Retrofit	New Construction
Electrical Panel	\$8,477	\$6,486
Raceway	\$7,269	\$4,107
Electrical Components	\$1,151	\$959
Trenching	\$1,657	\$413
Demolition	\$22,966	
Asphalt & Concrete	\$9,223	
Permitting, Inspection, etc.	\$8,792	\$1,560
Construction Management	\$2,781	\$90
Total per Site	\$62,316	\$13,615
Number of EV Spaces	15	15
Cost per EV Charging Space	\$4,155	\$907

Education and Engagement

The addition of new public charging will significantly benefit EV drivers in the region and will help those interested, choose to go electric – but only if drivers are aware of the charging availability at their preferred P&R locations. Metro will plan to conduct outreach to P&R customers and riders to raise awareness of charging location openings and build education about their use, prices, and the general benefits of going electric. Metro will also develop communications plans for customers who are concerned about the loss of general parking spaces to those dedicated for EV drivers only. Metro will also work with charging network operators to ensure that P&R stations are accurately displayed on public charging locator maps, such as PlugShare.com and the Department of Energy’s Alternative Fuels Data Center.

²³ California Electric Transportation Coalition, *Plug-in Electric Vehicle Infrastructure Cost Analysis Report for CALGreen Nonresidential Update*. September 16, 2019. <https://caletc.aodesignsolutions.com/assets/files/CALGreen-2019-Supplement-Cost-Analysis-Final-1.pdf>

Key Recommendations for Transit Rider Charging

- > Pursue charging at prioritized P&R sites through utility incentive program applications.
- > Complete solicitation for charging hardware, software, and maintenance services.
- > Develop specifications for Capital Projects parking designs to ensure consistent, cost-effective EV deployment at future P&R lots; Monitor future CALGreen code changes for impacts on P&R site plans.

4. Charging for Public Use

As a multi-modal, regional transportation agency, Metro’s support for the adoption of electric vehicles expands outside of our employees and transit riders. Through the implementation of the EV Parking Strategy, Metro will also seek opportunities to develop public charging more broadly, which will support our vision and goals – and the broader regional and state objectives to decarbonize the transportation system.

Specifically, in addition to the public charging for transit riders at P&R locations, Metro will seek opportunities to develop fast-charging services for public use where feasible. Before developing projects, staff will first explore market needs, analyze geographic gaps in public charging aligned with Metro’s system and properties and evaluate operating models that may align with Metro’s strengths and regional roles. Appendix C presents details regarding two preliminary opportunities related to joint development sites and Metro Micro vehicles.

Metro may also evaluate opportunities for partnerships with EV car sharing providers, such as the City of Los Angeles’ BlueLA program, or other private shared mobility providers to identify options for how Metro’s various charging options can support greater access to EV mobility for all Angelenos.

5. Program Cost Estimates and Potential Revenue Sources

Metro has identified several potential funding sources and mechanisms for capital budgets to develop charging locations and operations budgets to support their ongoing maintenance. EV charging also provides revenue sources from employees’ and transit riders’ charging, in addition to Low Carbon Fuel Standard (LCFS) credits generated by EV charging, which can be sold for additional program revenue. As previously noted, costs and revenues, and other savings may accrue to different organizations’ budgets within Metro, and staff will work to identify these interdependencies and impacts of the EV Parking Strategy on future budgeting. Finally, there are current utility incentives and potential future grant opportunities that can help offset both capital and operational costs, which Metro will pursue to reduce budget needs associated with the EV Parking Strategy. Cost estimates are broken into three sections below: 1) The near-term needs to maintain and operate the existing charging network until a long-term contract for the EVPSP is executed, 2) The capital costs to install 246 chargers planned in FY23 through the Charge Ready program from Southern California Edison, and 3) the long-term capital and operating costs to deploy and manage the full network envisioned in the EVPSP.

Current and Near-Term Operations Costs

As described further in Section 6 below, Metro’s current Operations and Maintenance contract for the existing 108 level 2 chargers is due to expire in August 2022. Metro plans to extend this agreement for up to 24 months until a long-term contract is executed for the deployment and operations of the network envisioned in the EVPSP. To meet this near-term need for O&M of the network, Metro will need to allocate \$250,000 for the extension of the current contract.

Table 8. Near-Term Operations Budget Requirements

Near-Term Operations Budget	Cost/Month	24-Month Extension Cost
> Monthly Network Operations	\$7,000	\$168,000
> Field Maintenance & Repairs	\$3,417	\$82,000
Near-Term Operations Total		\$250,000

Anticipated Charge-Ready Installation Costs

Metro has begun coordinating with Southern California Edison on the utility’s Charge Ready program, which will offset significant costs of EV charging installations for public and workplace sites (see more information in the Utility Incentive Programs section below and in Section 6: Current Activities). Staff have submitted numerous applications to SCE for both employee and Park and Ride facilities, with seven sites in conceptual design phases with SCE and expected to be installed during FY23. These sites total 246 new charging ports for employee or transit rider use. While SCE funds the make-ready infrastructure for each site, Metro will be responsible for the procurement of charging station equipment and installation of that equipment at the make-ready site. Metro will use FY23 capital for the deployment of these 246 chargers. The anticipated costs for these chargers are outlined below:

Table 9. Charge Ready FY23 Installation Budget

FY23 Charge Ready Installation Budget	Unit Cost	Units²⁴	Total Cost
> Charging Equipment (per port)	\$2,771	246	\$681,666
> Installation, Commissioning, and Project Management (per port)	\$188	246	\$46,248
Charge Ready Installation Total			\$727,914

The operations costs for these chargers are included within the Table 8 near-term budget requirements.

EVSP Costs

Charging infrastructure deployment costs are highly site-specific and difficult to estimate without developing initial site plans. The below EV Parking Strategy high-level capital cost estimates are based on industry research and average charging installation costs. Similarly, Metro estimated operational costs based on historical values or industry averages, including estimating energy costs and typical vehicle usage. Metro estimated electricity costs and potential revenue from charger-generated LCFS credits. A summary of the five-year cost estimation is shown in Table 10.

Table 10. Estimated Five-year EV Parking Strategy Capital and Operating Costs

Estimated Cost / Revenue Source	\$ (M)	Estimated Charging Units
Capital Estimate		
> Employee	\$4.0	125
> P&R	\$44.1	1725
EVSP Capital Total	\$48.1	
Potential Utility Incentives	-\$13.4	
Operations Estimate		
> Employee	\$2.1	125
> P&R	\$14.8	1725
> Program Management	\$1.5	
EVSP Operations Total	\$18.4	
Potential LCFS Revenues	-\$4.8	
Potential Charging Revenues	-\$6.9	

²⁴ Note: Some chargers installed at Metro Divisions and Locations through the Charge Ready program will be designated for non-revenue fleet use to support electrification of those vehicles.

These costs and revenues include assumptions based on deployment timing, vehicle procurement, electricity rates, incentives, and market prices, which may have high variability over the Plan period and should be used as initial estimates at this time. For additional information on revenues from charger usage, see Chapter 3 section on Implementation Considerations for Transit Rider Charging.

Notably, costs and revenues will be budgeted from multiple different organizations within Metro, and the Agency will need to track how the costs and benefits accrue to different groups and their budgets. For example, construction costs for Capital Planning on new P&R may increase from CALGreen charging installation requirements, but those sites may also generate LCFS credits from the use of charging that could offset future costs. Metro plans to map these interdependencies to identify expected budget impacts and accurate capital and operational needs.

Available Funding Sources for EV Charging

The EVPSP will be implemented during a period of unprecedented funding sources for EV deployment that will support and accelerate the growth of charging in Los Angeles and around the country. Between current utility incentive programs, state and federal grants, and revenues from Low Carbon Fuel Standard revenues (see the section below), there are billions of dollars available and set to be allocated in coming years that will support Metro and its partners in realizing the bold goals of the EVPSP.

Utility Incentive Programs

Metro recognizes the significant impacts of the COVID-19 pandemic on capital and operational budgets. As a result, third-party sources of funding will be critical to deploying infrastructure for the EV Parking Strategy in the near term, and Metro has therefore crafted the EV Parking Strategy to prioritize funding availability from utility programs and other potential future incentive sources. SCE’s Charge Ready program and LADWP’s Commercial EV Charging Station Rebate program will provide the primary utility funding for the near-term EV Parking Strategy. Key elements of these programs are defined below in Table 11.

Table 11. Utility funding for EV infrastructure installations

	SCE Charge Ready	LADWP EV Charging Station Rebate Program
Total Funding	\$437 million	\$12 million (per annual funding allocation)
Program Design	Utility-designed, -constructed, and -owned make-ready infrastructure, plus rebates for the purchase of customer-owned chargers	Rebate for the purchase and installation of charging station(s)
Incentive Amount	<ul style="list-style-type: none"> > Covers full make-ready cost (Approx. \$12,000/port) > EVSE rebate: \$725/port or \$2,900 for DACs 	<ul style="list-style-type: none"> > \$4,000 for first charging station; \$5,000 for DAC (+500 for dual port) > One additional rebate per every four parking spaces electrified

	SCE Charge Ready	LADWP EV Charging Station Rebate Program
Minimum and Maximum Ports	<ul style="list-style-type: none"> > Minimum: Four per site > No maximum 	<ul style="list-style-type: none"> > Minimum: One per site (two spaces) > Maximum: 40 rebates/site (138 spaces)
Requirements	<ul style="list-style-type: none"> > Requires SCE crew and contractors to perform make-ready construction; C-10 licensed electrician must install the charger > Separate metering for EV installation > TOU rate and demand response program enrollment > Charging equipment operational for 10 years > Chargers and software must be from SCE approved product list 	<ul style="list-style-type: none"> > Licensed electrical contractor performs installation > Level 2 charger listed by the nationally recognized testing lab (NRTL) > Charging equipment operational for two years > Requires final Los Angeles Department of Building and Safety permit inspection
Additional Detail	<ul style="list-style-type: none"> > Site plan subject to SCE costs > Easement required for utility-owned infrastructure > Sites with prohibitive cost per port may be put on hold > Option for Metro to build make-ready infrastructure and receive an incentive for 80% of estimated costs 	<ul style="list-style-type: none"> > May apply for rebate reservation; can complete charging installation within 12 months of reservation approval > Program allows for retroactive applications, meaning charger reservations typically fill up with completed or pre-designed projects within hours or days of funding availability.
Timing	<ul style="list-style-type: none"> > Launched July 2021; expected 5-year program or until funding is reserved 	<ul style="list-style-type: none"> > Next Funding cycle opens in late June 2022.²⁵

There are advantages to each program’s design and funding levels. SCE’s program incentives are greater, with no maximum per site, and long-term funding certainty (an estimated 30,000-40,000 chargers to be deployed over the five-year program). SCE’s program also covers the design, permitting, contracting, and construction process of the make-ready installation, requiring fewer resources from Metro. However, some sites may be rejected or held due to cost constraints, and SCE will propose site plans based on make-ready costs, leaving less flexibility for

²⁵ Because LADWP’s program allows for retroactive project funding between rounds of program allocations, Metro needs to have completed or “shovel-ready” projects that can be completed within the 1-year timeline for funding reservation. Metro will continue to seek program funding with future LADWP funding cycles as available.

Metro. SCE also offers a rebate model that provides up to 80% of the make-ready project costs for customer-built infrastructure (instead of utility-built infrastructure). This option could be preferable for sites that are rejected by SCE’s make-ready program, but this option would require Metro to oversee and execute all aspects of projects, instead of SCE. LADWP’s rebate model provides more flexibility to Metro with regards to siting chargers at any location but offers significantly lower incentives: after the first two parking spaces, rebates are only paid for each four parking spaces, reducing the value per port significantly. LADWP’s program funding is also not guaranteed long-term, and as funding allows for retroactive applications, it may be hard to predict funding availability.

A slight majority (54%) of charging stations planned in the EV Parking Strategy are at facilities served by LADWP. The EV Parking Strategy assumes these utility incentive programs are available to a majority (~2/3) of sites, while the other sites may be ineligible, rejected, or funding may not be available at the time of site development. Smaller public utilities also offer rebate programs, including Pasadena Water and Power and Burbank Water and Power. Both utilities operate similar incentive programs for medium- and heavy-duty vehicle charging infrastructure which is currently open for applications; each requires proof of purchase of vehicles to qualify for incentives.

State, Federal, and Local Grant/Capital Funding

As additional funding opportunities arise, the EV Parking Strategy roll-out will pursue any possible grants or other funds to reduce the capital or operational costs of completing the EV Parking Strategy. Examples of potential funding sources are summarized in the table below.

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, includes over \$30 billion eligible for electric vehicle funds, including \$2.5 billion for charging and fueling infrastructure grants and \$5 billion in a National Electric Vehicle Formula Program for EV charging, among several other relevant EV appropriations.²⁶ As of February 2022, the Department of Transportation is working to establish the grant program requirements, which will be eligible to states, local jurisdictions, metropolitan planning organizations, and public authorities with a transportation function – like Metro. These grants are expected to be implemented later in 2022.

California also funds EV infrastructure grants that may be available to Metro, though the current CALeVIP program is fully subscribed. The California VW Mitigation Trust, which funds clean transportation investments resulting from the Volkswagen emissions settlement, provided \$5M for light-duty zero-emission electric infrastructure in 2021, with an undetermined second installment in future years. This grant program would cover 100% of charger installation costs at publicly accessible government sites, and 60% of costs at workplace (employee) sites.²⁷ The Infrastructure Investment and Jobs Act also provides \$384 million to California in formula funds for EV charging along designated alternative fueling corridors.

²⁶ Atlas Public Policy. *EV Hub, Infrastructure Investment and Jobs Act (H.R. 3684)*, November 17, 2021.

<https://www.atlasevhub.com/materials/invest-in-america-act-h-r-3684/>

²⁷ The VW Mitigation Trust funding is not applicable for site also funded by SB 350 (i.e., SCE Charge Ready Program) but could be combined with LADWP program funding.

Table 12. Grants and Other Funding Sources

Program	Funding Agency	Size	Details
Alternative Fuel Corridor grant program (IIJA)	U.S. Dept. of Transportation	\$2.5B (5 years)	<ul style="list-style-type: none"> > Details under development, grant implementation expected in late 2022 > For deployment along with designated Alt. Fuel Corridors, and possibly in other publicly accessible locations > Intended to facilitate long-distance travel, priority for rural or low- and moderate-income neighborhoods, and multifamily communities with low access to parking
National EV Formula program (IIJA)	State of CA	\$384M (CA)	<ul style="list-style-type: none"> > \$5B national program, with funding to be made available to states on a highway formula funding basis
Surface Transportation Block Grants	U.S. Dept. of Transportation	\$72B	<ul style="list-style-type: none"> > Funded through IIJA, funds states and local governments to use the funding to best address local needs > Newly allows installation of EV Charging as eligible project types
CALeVIP and Light-Duty EV Charging Infrastructure	California Energy Commission	\$270M (2021-2022)	<ul style="list-style-type: none"> > From 2018-2021, Southern California funding reserved for DC Fast Chargers > Up to \$80,000 per DCFC, 80% of project costs > Existing funding exhausted in 2021

Low Carbon Fuel Standard Credit Revenues

California’s Low Carbon Fuel Standard (LCFS) represents a potentially valuable revenue stream for the EV Parking Strategy, which will offset costs over the life of charger assets. Metro generates LCFS credits for electricity used to charge electric vehicles at Agency facilities. Metro can then sell those credits on California Air Resources Board’s regulated market. While these credit prices are variable, in recent years they have ranged between \$150 and \$200 per credit. Current credit futures point to a price range declining from \$150 to \$120 between 2022 and 2027.²⁸

The value of a kWh of energy used depends on the type of vehicle charging, but for light-duty vehicles, at futures values, Metro estimates a value of \$0.11 - \$0.13 per kWh – or slightly less

²⁸ Based on Values provided to Metro by SRECTrade, Inc. in November 2021.

than the cost of electricity to charge that vehicle. Over hundreds of thousands of miles, the revenue from these credit sales is expected to reach millions of dollars for Metro and should be funneled back into the EV Parking Strategy to ensure long-term investments in clean transportation. Metro should also ensure in any contracting with EV vendors that the agency retains control over the LCFS credits generated from Metro-owned charging stations.

Public-Private Partnerships

Metro will explore potential public-private partnerships that could reduce the upfront or long-term investments required for the EV Parking Strategy. These partnerships could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro’s employee and public facilities. This will include several steps such as creating a scope of work and industry outreach, soliciting proposals and developing a pre-delivery agreement, onboarding a partner, and transitioning the existing charging network in conjunction with future charger deployments. While a P3 agreement may help accelerate the deployment of chargers as outlined in the EVPSP, it may also have risks. Private charging providers may not see a rapid enough return on investment for the types of locations Metro plans to deploy, limiting their interest in pursuing Metro’s solicitation. Charging providers may also seek to only prioritize certain sites that due appear financially viable, leaving other sites under-developed. And finally, a P3 could turn over valuable long-term revenue streams that Metro would have otherwise retained ownership of, including LCFS credits or charging user revenues. Metro will evaluate these factors alongside the benefits of pursuing a P3 to determine the best delivery option for the EVPSP.

Key Recommendations for Program Costs and Revenues

- > Identify potential budget sources for initial charging installations; utilize initial projects to further refine long-term program cost estimates and map budget interdependencies between internal groups.
- > Pursue incentive and grant opportunities to offset costs as available.
- > Develop employee and P&R charger usage pricing plan to match charging revenues with electricity and operational costs.
- > For charging installations, claim LCFS credits: when credits are monetized, re-invest LCFS revenues back into EV Strategy for future deployments and operational costs.
- > Pursue a P3 solicitation to accelerate the deployment of EVPSP and assess long-term benefits and drawbacks of such an agreement vs. other delivery methods.

6. Current Activities

To ensure a successful rollout of the EVPSP, Metro has begun preparing for the expansion of its existing network and identifying mechanisms for implementation to address upfront and long-term funding needs. These current and near-term activities are detailed below:

Extension of Current Installation, Operations, and Maintenance Contract

Metro currently contracts with Axxera to install, operate, and maintain the 108 chargers active across its network today. The existing contract with Axxera extends through August 2022, and without an extension of this agreement, Metro will face a gap in EV charging services for the 7,000 unique customers that utilize the charging network. Metro will require an additional \$250,000 to continue operations of the charging network beyond August 2022 as a bridge toward the award of a potentially long-term contract that funds the build-out and operations of the network outlined in the EVPSP.

Plan Delivery Methods and Using a Public-Private Partnership (P3)

There are a variety of delivery methods that Metro could leverage to execute the EVPSP over the coming years, each of which provides varying levels of upfront costs, long-term resource commitment, and overall control of the Plan implementation and operations to Metro. Metro has experience with each of these delivery approaches particularly in major capital projects, renewable energy programs, and others. An overview of the potential delivery options is included below:

- > **Option 1 – Separate Contracts / A La Carte (current network approach):** Under this delivery method, Metro retains most contract responsibilities, including design and engineering of sites, installation of charging infrastructure, operations, and maintenance of the network and equipment following any warranty period. Metro can elect to contract with one or multiple service providers on an as-needed basis and would retain overall oversight of the Plan implementation based on the terms of each contract. This is the approach Metro has taken for the initial deployment of 108 level 2 chargers comprising its existing network.
- > **Option 2 – Charging-as-a-Service:** Metro would pay an all-inclusive per-kWh or per charger-month fee to a selected service provider that would incorporate the cost of financing and other infrastructure costs, as well as ongoing operations and maintenance. Metro transfers all operation of charging infrastructure responsibilities to the private sector, including any project financing. This is a relatively new approach offered by some EV charging service providers, though is a common approach in clean energy projects such as solar PV power purchase agreements (PPAs).
- > **Option 3 – Pre-Development Agreement / P3:** A Pre-Development Agreement (PDA) is a progressive delivery approach that would allow Metro to contract with the private sector for the planning and development stages of the process. In doing so, Metro would be able to accelerate program design elements and negotiate risk transfer for certain scope elements (i.e., Build, Operations, Maintenance, and Finance) at a later stage of the process. PDAs are a form of collaborative contracting for the project (single division) or program delivery, where Metro would work collaboratively with private sector parties to mitigate project pre-development risks such as program and scope definition, key approvals, and competitive tension, and commercial or financial feasibility within available public resources. Complex projects derive the most benefit from such contracts (i.e., projects with potential issues like technical challenges, large size, those outside core agency competencies, lengthy or unclear

permitting). PDAs can be structured to initially require developers to deliver value at key project development milestones (e.g., technical studies or value engineering) followed by an open-book pricing and risk mitigation process that leads to a commercial arrangement and associated risk allocation that mirrors most traditional P3s. Metro is currently engaged in a PDA approach for the Sepulveda Pass Transit Corridor where Metro received proposals for different technology solutions for the project and is working with private partners to develop the final project delivery solution.

Given the scale of the upfront costs for deploying charging infrastructure, third-party funding sources will be critical to deploying infrastructure at the scale planned for the EVPSP. As shown in the tables above, available utility incentives and charging revenues are only expected to offset 27% of capital costs and 64% of operating costs for the five-year plan. Through outside funding sources, Metro can accelerate EV charging deployment beyond what would be otherwise available and help align our existing facilities charging with current CALGreen codes for new construction. These external funding sources will also help prepare Metro to meet expected requirements for the transition of non-revenue fleet vehicles to EVs.

Metro plans to pursue the P3 option that will reduce the upfront or long-term investments required for the EV Parking Strategy. This partnership could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro’s employee and public facilities. The P3 will finance, fund, and implement the Strategic Plan, including the installation of up to 3,000 chargers, which could support charger installation beyond the initial 5-year Strategic Plan. The EVPSP identifies several incentives, grants, and revenue-generating sources that would fund the capital and operating costs of the P3. Staff will continue to seek additional financing opportunities to fully fund the installation and operation costs for all of the EV charger commitments in the strategy.

If feasible, and until a P3 contract is issued, and the existing network is transferred to the selected partner, Metro will continue to operate its public and fleet charging stations through the existing network solution provider to allow for a seamless experience for the 7,000 unique users that rely on Metro’s current charging network.

As a next step, Staff will develop the scope of the P3 with an anticipated solicitation in January 2023. This would allow Metro to contract with and onboard a selected partner by July 2023. The anticipated milestones and timeline for the execution of a P3 contract are shown below:

Table 13. P3 Milestones and Timing

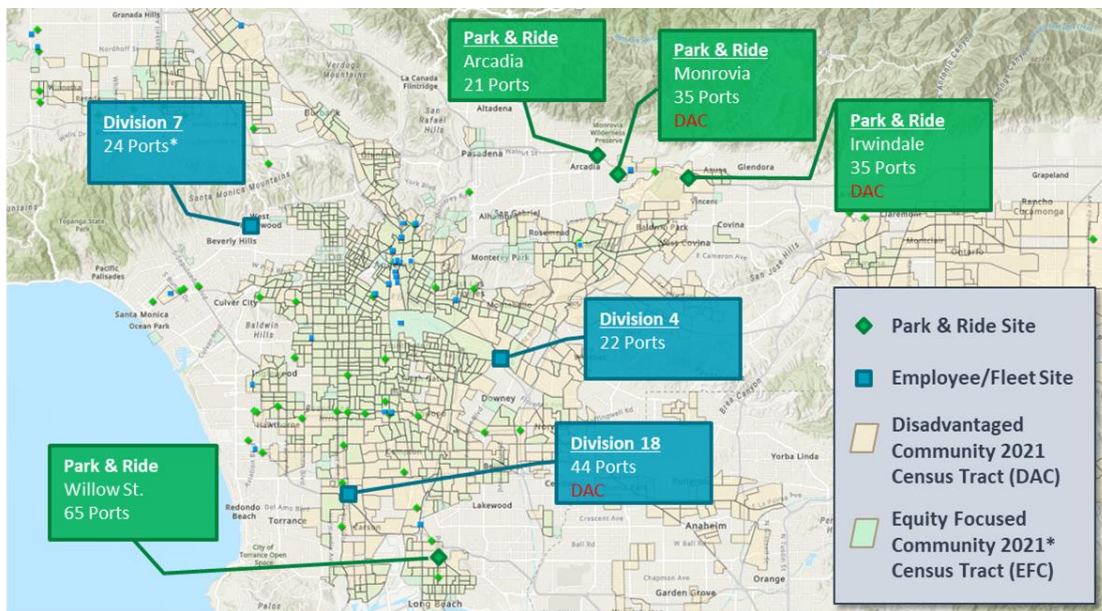
Milestone	Expected Timing
Development of P3 scope	July - December 2022
Industry outreach	September - December 2022
RFP solicitation and evaluation	January - April 2023
Contract negotiation	May - June 2023
P3 onboarding and charging network transfer	July - December 2023

Integration with SCE Charge Ready Program

Over the last year, Metro has been in regular coordination with SCE regarding the significant incentive funding available from the Charge Ready program and Metro’s interest in participating. SCE has already provided preliminary review and feedback on several sites and identified potential candidates, as well as locations that do not meet cost-effectiveness thresholds.

Based on these conversations, Metro has identified an initial set of EVPSP locations that it plans to pursue installation in FY 2023 to ensure the Agency does not miss out on this opportunity to install charging infrastructure at significant cost savings from SCE’s support. As such, Metro plans to install 246 chargers at employee and Park & Ride facilities identified in the EVPSP as soon as possible beginning in FY 2023, using existing budgeted funds. This includes four Park & Rides and three Divisions across the service area. Three locations are within disadvantaged communities. These preliminary sites are highlighted in the map below, along with markers for the full set of EVPSP locations.

Figure 5. Map of Preliminary SCE Charge Ready Locations



*EFC areas based on pre-updated (2021) values.

The estimated ports per site shown in the Figure above may change based on SCE’s review of site feasibility and costs.

Key Recommendations for Current Activities

- > Develop and solicit potential P3 agreement to establish a long-term funding and financing mechanism for EVPSP deployment.
- > Extend existing Metro EV network solution provider contract for up to 24 months while P3 is in development to allow for seamless experience for current users.
- > Continue pursuing initial Charge Ready locations through current budget to achieve quick wins in expanding Metro’s EV charging network.

7. Long-Term Planning and Actions

As Metro drives into the future, the following items should be considered in long-term planning for the EVPSP:

- > **Workforce Development:** Metro will work together as an agency to develop training and education for its employees and partners to integrate and understand new technologies related to EVs and EV charging. The scale of the EVPSP and the charging network Metro plans to deploy will create opportunities to train the next generation of EV industry experts, including Metro’s employees. These activities will help our current and potential workforce learn about these critical technologies and how they benefit our system, as we have historically done with previous projects and pilots, such as Solar PV installations and others.
- > **Energy Reliability:** The growth of the EV market will have implications on the electricity grid. EV chargers will require additional grid capacity to generate and deliver additional energy, especially during peak demand times. Pairing EV charging stations with photovoltaics (PV) and energy storage offers a potential solution for deploying EV charging stations in areas where the grid is constrained to offset costly infrastructure upgrades and can add a measure of resiliency in the event of power disruptions. Additionally, these distributed energy solutions can be used to offset peak demand charges for the EV charging load. Co-deployment of PV and battery storage with EV charging infrastructure should be considered in site evaluations, especially as costs of storage systems decrease over time.
- > **Vehicle Grid Integration:** The Joint Agencies of California, including the California Public Utilities Commission, California Energy Commission, CARB, and California Independent System Operator (CAISO), jointly created a working group to develop policies that support vehicle-grid integration (VGI). The VGI Working Group developed a set of 92 individual recommendations for policy actions that California state agencies, utilities, community choice aggregators, and CAISO could undertake to advance VGI in the short-term (2020-2022), medium-term (2023-2025), and long-term (2026-2030). Emerging VGI technologies allow for dynamic charging management and potential future bidirectional power flows from EVs back to the facility or distribution system, so EVs can become a grid asset. Vehicle batteries can use energy during downtime, charging when clean energy is abundant on the grid and returning energy to the grid in the afternoon and evening as solar production fades away. Metro will monitor market development for these technologies to identify when and how EV charging stations can best take advantage of these developments.
- > **2028 Olympics:** The 2028 Summer Olympic Games will be hosted in Los Angeles and may create an opportunity for Metro to showcase their support of California’s and Los Angeles’ ambitious EV goals. P&R locations near Olympic venues and events should be prioritized and Metro should explore collaboration with local, regional, and national partners to deploy EV chargers at these sites.

8. Measuring Success and Recommendations

Metro has compiled a list of preliminary metrics that can be considered to measure the success and health of the EV Parking Strategy’s progress. A brief description of these metrics is listed below. Following these measures, the report concludes with recommended next steps to begin implementation of the Plan.

Table 14. Deployment, Operations, Customer, and Impact Metrics for Measuring EV Parking Strategy Success

Measure Category	Name	Details
Deployment	The site and port deployment progress	<ul style="list-style-type: none"> > Number of employee and P&R sites and ports completed > % of employee sites with charging access > Geographic dispersion of P&R sites
	DAC deployment	> % of ports in DACs by EV Parking Strategy segment
	Average cost per port installed	<ul style="list-style-type: none"> > Average costs by EV Parking Strategy segment > Analysis of cost drivers
	Leveraged funding	<ul style="list-style-type: none"> > Utility incentives > Grant funding > Private funding
Operations	Charging station usage	<ul style="list-style-type: none"> > kWh consumed > Number of charging sessions > Number of individual users > Charger utilization rate > Charger idle time while occupied > Level of access for EV drivers
	eVMT	> Electric miles enabled by EV Parking Strategy segment
	Charging station reliability	<ul style="list-style-type: none"> > Uptime > Time to repair
	Charging costs and revenues	<ul style="list-style-type: none"> > Average rate costs by utility > Revenues from employees, P&R users
	Charging load shapes	<ul style="list-style-type: none"> > Hourly charging load and demand by EV Parking Strategy segment > Alignment with utility renewable generation and time-of-use rates
	Maintenance costs	> Average maintenance and repair costs per port

	Parking enforcement	> Incidence of EV parking enforcement citations
Customer Satisfaction	Customer feedback on accessibility, payment, and functionality	<ul style="list-style-type: none"> > User satisfaction survey > Focus group feedback > Non-user research
Impacts and Environmental Commodities	Carbon reduction	> GHG emissions avoided through electric miles enabled by EV Parking Strategy charging
	LCFS credit revenue	> LCFS credits generated and sales revenue
	Employee EV adoption	> Rate of EV adoption and commuting by employees

Summary of Recommendations and Next Steps

Table 15 below, categorizes the proposed next steps to begin executing the EV Parking Strategy. These are grouped between near-term activities and long-term research and planning actions.

Table 15. Categorized near- and long-term actions for the EV Parking Strategy

Charging Deployment	
Near-term	<ul style="list-style-type: none"> > Identify preferred charging hardware, and network solutions, and engage in contracting > Submit utility program applications for prioritized Employee and P&R sites > Initiate site review and design for LADWP-served sites
Long-term	<ul style="list-style-type: none"> > Pursue all grants, rebates, incentives, and other funding sources as soon and as aggressively as possible > Include long-term electric capacity needs in site development plans > Adopt standardized specifications for new capital project parking designs
Operations	
Near-term	<ul style="list-style-type: none"> > Establish program management and maintenance team/partner network to manage service at all charging station locations > Establish service level agreement targets for uptime and customer service > Draft policy and procedures for public/employee charging stations, including dwell penalty, charging/energy management, surveillance, and enforcement
Long-term	<ul style="list-style-type: none"> > Provide educational and promotional materials for all customers, specifically currently income challenged areas, to increase EV adoption and help all customers understand LA Metro EV policies and procedures
Planning	

Near-term	<ul style="list-style-type: none"> > Field employee survey to understand long-term needs for charging > Conduct community outreach to targeted segments identified by the EV Parking Strategy’s priorities to understand long-term charging needs beyond 2028
Long-term	<ul style="list-style-type: none"> > Work with local, regional, and national partners to help further expand charging network capabilities (e.g., Olympics, LA County, TNCs) > Develop a fast-charging strategy based on market needs, analyzing geographic gaps in public charging aligned with Metro’s system and properties and operating models that may align with Metro’s strengths and regional roles > Further research on opportunities for public charging through TNCs like Metro Micro and at Joint Development sites
Funding	
Near-term	<ul style="list-style-type: none"> > Allocate LCFS credits generated through EV chargers to fund future program costs > Look at options to provide internal funding for projects and/or identify new procurement processes and partnerships to leverage more private funding
Long-term	<ul style="list-style-type: none"> > Map out the budget interdependencies of implementation and identify internal funding sources as needed

Launching this EV Parking Strategy represents an important step in preparing Metro for the future of mobility in Southern California. Increasing access to EV charging for employees, transit riders, and the public will allow Metro to meet the growing interest in EVs from drivers across the region and prepare the agency for a mass-market transition from gasoline and diesel vehicles over the coming decade. Together, these elements of the EV Parking Strategy will help us meet our organizational commitments to improved sustainability and environmental stewardship towards achieving our overall climate change goals, short and long-term.

Definitions

Battery Electric Vehicle (BEV): A type of electric vehicle that uses only electricity for propulsion, stored in an onboard battery.

Charge Ready Program: A utility-funded incentive program from Southern California Edison that helps supports the deployment of public and workplace electric vehicle charging stations by reducing upfront costs of installing charging stations through rebates and utility-owned make-ready infrastructure.

Disadvantaged Communities (DACs): The top quartile (worst scoring) census tracts, as ranked by the California Environmental Protection Agency’s (CalEPA) “CalEnviroScreen,” a mapping tool that helps identify California communities that are most affected by many sources of pollution and where people are often especially vulnerable to pollution’s effects. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. High-scoring communities are the most highly burdened by pollution and other socioeconomic factors. Utility incentive programs for EV charging provide greater monetary support for locations based in DACs.

Direct Current Fast Charger (DCFC): A high-power type of EV charger requiring three-phase power at 480 volts. DCFCs are typically capable of recharging an EV’s battery to 80% state-of-charge in under one hour and are typically publicly accessible and used for long-distance travel or as a charging option for those that lack access to regular home or workplace charging.

Electric Vehicle: Also called plug-in electric vehicle (or PEV). An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, is primarily powered by an electric motor that draws current from a rechargeable storage battery, which is recharged from an external power supply, such as the electric grid. Plug-in hybrid electric vehicles (PHEV) and Battery electric vehicles (BEVs) are the two classes of electric vehicles. For this document, Fuel Cell vehicles are not considered electric vehicles.

Equity-Focused Communities: A geographic designation and mapping tool developed by Metro to identify census tracts where at least 40% of households are low-income and either 80% of households are non-white or 10% of households do not have a personal car. These communities represent 30% of the County of Los Angeles’ population. The EVPSP used the Equity Focused Community designations available as of 2021.

EV Ready: A designation used by California’s CALGreen code to identify parking spaces in a new construction that must be designated for future installation of EV charging stations. This includes building adequate capacity in electrical panels and installing the raceway to allow building owners to more easily add EV charging circuits and install charging equipment at a later date.

EV Charger: Also referred to as EV Supply Equipment (EVSE), the EV charger is the off-board equipment installed at a parking space, used to recharge the battery of an electric vehicle. EV chargers often have one or two charging connectors or ports, which couple with the vehicle’s charging port. EV chargers are typically designated as Level 1, Level 2, or DC fast chargers, indicating the power level and speed of charging, from slowest to fastest, respectively.

Internal Combustion Engine Vehicle (ICE): A vehicle powered solely by the internal combustion of gasoline or diesel. For this document, traditional hybrid vehicles, which do not recharge from an external power source, are considered ICE vehicles.

Make-Ready: The “make-ready” includes all of the equipment and construction required to install an EV charger up to, but not including the charger itself. This includes any upgrades to facility electrical equipment (transformers, panels), safety equipment, surface trenching, installation of conduits and cables, and concrete pads, up to the “stub-out” out where a charging station would be bolted on, connected, and installed. Utility EV programs, such as Southern California Edison’s Charge Ready program, sometimes fund the construction of the “make-ready” infrastructure to reduce the upfront cost of charging installation for customers.

Level 1 (L1): A low-power level of EV charging, typically at 15-20 amps on the 120-volt circuit (also called slow charging or trickle charging), often via a standard electrical outlet. Drivers can use portable charging equipment provided with most electric vehicles to Level 1 charge. Level 1 charging generally provides three to five miles of range per hour of charging.

Level 2 (L2): A higher level of EV charging, typically at 30-40 (or up to 100) amps on a 240-volt circuit. L2 stations are typically fixed in place, and chargers provide 15-25 miles of range per hour of charging, for typical EVs.

Low Carbon Fuel Standard (LCFS): A regulatory carbon trading program, designed and operated by the California Air Resources Board. LCFS promotes the reduction of the carbon intensity of transportation fuels in California by requiring high-carbon fuel producers to purchase credits from low-carbon fuel producers to comply with the regulation. Electricity is a low-carbon fuel under the regulation, and commercial EV charging station owners can claim LCFS credits for electricity sold to fuel vehicles. As an EV charging station owner, Metro generates LCFS credits for the electricity used to fuel employees, fleet, and customer-owned electric vehicles. Metro can then sell these credits on the LCFS market as a revenue stream.

Plug-in hybrid Electric Vehicle (PHEV): A type of electric vehicle that combines both electric and internal combustion.

Transportation Electrification (TE): Transportation Electrification refers to the broad, ongoing shift in our transportation system from internal combustion engine vehicles to those powered by electricity.

Vehicle Grid Integration (VGI): A broad term that encompasses the many ways in which a vehicle can provide benefits or services to the grid, to society, the EV driver, or parking lot site host by optimizing electric vehicle interaction with the electrical grid. VGI includes both active management of electricity (e.g., bi-directional management, such as vehicle-to-grid [also known as V2G] or unidirectional management such as managed charging [also known as V1G]) and/or active management of charging levels by ramping up or down charging power rates, and passive management via electricity rates or general education.

Abbreviations

CAAP: Climate Action and Adaptation Plan

CARB: California Air Resources Board

DAC: Disadvantaged Community

EV: Electric Vehicle

eVMT: Electric Vehicle Miles Traveled

EVSE: Electric Vehicle Supply Equipment

kWh: Kilowatt-hour

LACI: Los Angeles Cleantech Incubator

LADWP: Los Angeles Department of Water and Power

LCFS: Low Carbon Fuel Standard

MBS: Moving Beyond Sustainability

MSA: Metropolitan Statistical Area

NR Fleet: Metro’s Non-Revenue Fleet

P&R: Park and Ride Station

SCAQMD: South Coast Air Quality Management District.

SCE: Southern California Edison

TNC: Transportation Network Company

VGI: Vehicle Grid Integration

Appendix A. EV Parking Strategy Stakeholders and Interdependencies:

Table A16. EV Parking Strategy stakeholders and interdependencies

Metro	
EV Parking Strategy Stakeholder	Project Role
Office of Sustainability	<ul style="list-style-type: none"> > Leads EV Parking Strategy development and coordination between stakeholders
Real Estate, Facilities, and Maintenance	<ul style="list-style-type: none"> > Site planning for Metro facilities > Coordination with facilities on developing and implementing charger maintenance plans
Engineering	<ul style="list-style-type: none"> > Support for site design and development
Parking Management	<ul style="list-style-type: none"> > Prioritization, planning, and construction of EV charging at P&R sites > Management of EV charging spaces and enforcement of EV charger use policies
Office of Management & Budget	<ul style="list-style-type: none"> > Capital and operational budget planning for charging and vehicle investments
Non-Revenue Fleet Operations	<ul style="list-style-type: none"> > Coordination on potential fleet and employee site planning for non-revenue infrastructure
Office of Extraordinary Innovation	<ul style="list-style-type: none"> > Coordination on new mobility projects, public-private partnerships, and concepts for public charging use
Planning and Program Management	<ul style="list-style-type: none"> > Analysis of long-term future needs for employee and public charging > Ensure that capital projects are designed for compliance with CALGreen Tier 2 standards
Vehicle Technology and Acquisition (ZEB)	<ul style="list-style-type: none"> > Coordination of electrical capacity and utility planning
Procurement and Grants Departments	<ul style="list-style-type: none"> > Procurement of installation services, charging stations, and management > Application for state/federal grant funding opportunities

External	
EV Parking Strategy Stakeholder	Project Role
Utilities and CPUC: LADWP, SCE, City of Vernon, Pasadena Water and Power	<ul style="list-style-type: none"> > Planning for charging capacity > Incentive program participation > Approval and oversight of investor-owned utility charging programs
California Department of Transportation (Caltrans)	<ul style="list-style-type: none"> > Coordination on the Caltrans-owned property
Local Governments and State Agencies	<ul style="list-style-type: none"> > Regional planning for EV charging access and growth > Identifying grant and incentive program opportunities
EV and Charging Industries, and Non-profit EV organizations	<ul style="list-style-type: none"> > Consulting with EV industry and non-profit leaders on best practices and future trends in the vehicle and charging technology and use > Identifying potential public-private partnership opportunities > Research partnership opportunities (e.g., UCLA, Transportation Network Companies, LA28) > Outreach partnership opportunities

Appendix B. EV Parking Strategy Methodology, Modeling, and Assumptions

Metro used internal operations data and publicly available industry research to inform all aspects of the proposed EV Parking Strategy deployment and estimated costs. We will continue to refine the data and assumptions underlying the EV Parking Strategy over time to reflect the most recent and accurate information, and these updates will continue to direct our strategic plans over time. The sections below contain an overview of the methodologies, modeling, and data assumptions used in Employee and P&R charging planning.

Employee Planning

While relatively few employees commute via EV today, Metro estimates our facilities will require approximately 10 Level 2 chargers per 100 employee parking spaces over the long term. This estimate is based on an average regional commuting distance of 21 miles per employee and assumes that not all employees with EVs will need or want to charge at work (due to access to home charging or shorter commutes that do not require workplace charging). Based on this modeling, Metro will aim to build capacity for the longer-term target of 10% EV charging spaces while initially deploying fewer chargers at all locations.

In an informal survey of Division and Facilities Managers, nearly two-thirds of the 39 respondents indicated no concerns about parking access or electrical installation if EV chargers were to be installed at their location. One in five respondents identified potential concerns, with several citing current limited parking availability at their location and concerns that EV charging would further reduce available spots.

“There are more than a few employees here, currently on different shifts, that would benefit from EV charging stations on the property.”

– Survey Response from Division 13 Employee

Transit Riders Planning

P&R facilities serve as an important link in Metro riders’ first and last-mile connection to the region, especially those who cannot access a Metro station by walking, biking, transit, or any other modes. Analyzing how drivers use P&R facilities and how those patterns align with future needs for charging can inform estimates of eventual charging needs. Data for Metro’s Supportive Transit Parking Program Master Plan in 2017 found that 31% of Metro P&R users live within two miles of their preferred station and 71% live less than five miles away. Only 11% live more than 10 miles from their preferred station.²⁹ Assuming that nearly 90% of P&R users have a daily round-trip of under 20 miles, a Level 2 charger would replenish this round-trip range in just over an hour if charged daily. The Master Plan survey also found that 69% of drivers park for 4-10 hours, indicating that if drivers charged daily via a Level 2 charger, 75-90% of their time at an EV charging space would be spent plugged in but not charging, inefficient use of charging resources.

²⁹ Metro (2017). *Supportive Transit Parking Program Master Plan – Appendices, December 2017.*
<http://libraryarchives.metro.net/DPGTL/parking/Metro%20STPP%20Report%20Appendix%2020180110.pdf>

However, data from chargers previously installed at P&R facilities³⁰ indicate EV drivers are more efficient in their charger usage. While drivers do spend a significant amount of time plugged in but not charging, the average charging time was three and a half hours versus six hours of total time occupying spaces. Analysis of charging data revealed just under half of EV charging users moved their vehicle within 20 minutes of completing a charge, which is to be expected if P&R users take transit to a different location and are not nearby to move their car. This variation from the Master Plan survey data indicates that EV P&R users either charge less frequently than daily or drive significantly further than the typical P&R population.

Both the Master Plan survey and charging station data indicate that most EV drivers at P&R locations likely could suffice with lower-powered Level 1 charging. However, the CALGreen codes require Level 2 charging, and given the need to trench and install networked charging stations, it is unclear if installing Level 1 chargers would yield any significant cost advantage. By providing Level 2 charging, drivers can use stations every few days or once per week and obtain the commuting range they require during the four to ten hours that they are typically parked; this allows for more efficient use of fewer charging stations.

Like employee charging, Metro will require networked charging stations at P&R locations to enable payment from EV drivers, track energy consumption for LCFS credit, monitor usage trends and maintenance issues, and for potential future load management or vehicle-grid integration activities.

Cost Modeling

The below sections include brief descriptions of the cost elements that informed the EV Parking Strategy estimates. Metro assumes a 3% annual escalation in costs over the EV Parking Strategy term, and a 10% contingency on capital and operational costs to account for potential site variability and other unplanned costs.

Each of the below-cost elements may be highly variable. Metro will monitor both internal costs and public literature to update cost assumptions as new or more accurate data becomes available.

Capital Costs:

- > **Make-ready infrastructure:** Estimated at \$17,024 per port for non-new-construction sites, based on industry literature review. Includes the design, materials, and construction costs for infrastructure from the utility service connection to the parking space.
 - For new construction P&R sites, make-ready costs are assumed to be included within site construction costs (as make-ready construction is required per code). As noted above in Section 3, make-ready costs for new construction are significantly lower than for retrofit sites.
- > **Chargers:** Estimated at \$4,444 per port, including installation and activation of the charger unit based on industry literature review, and assuming a regular charger replacement rate.
- > **Utility incentives:** Includes funding for make-ready infrastructure and rebates for chargers at sites in SCE service territory, and rebates for chargers in LADWP service

³⁰ Data analyzed was from Oct-Nov 2019, prior to Covid-19 impacts that may have shifted use of P&R lots and EV chargers.

territory (see Section 5 for more detail about incentives). Additional grant funding opportunities may become available over the Plan period.

Operational Costs:

- > **Charger O&M:** Estimated at \$1,053 per port annually based on Metro historical data, includes annual maintenance fees, networking connectivity, and other service costs.
- > **Electricity:** We assume an average rate of \$0.16 per kWh for electricity to charge EVs. Rates vary significantly between utilities, and average costs will vary over time as rates change and as utilization at charging sites grows over time.
 - For P&R and employee charging, modeling assumes an initial utilization (10% load factor), growing with annual escalation each year.
- > **Program management:** Assumes up to three full-time employee equivalents each to oversee the employee or P&R charger networks
- > **LCFS Revenues:** Based on current futures prices for credits provided by SRETrade in November 2021. These prices range from \$120 - \$150 per credit, equivalent to approximately \$0.11 - \$0.13 per kWh for light-duty charging.
- > **Charging Revenues:** Assumes charging prices are roughly equal to electricity costs (\$0.16/kWh) and uses the same charger utilization assumptions as electricity cost estimates. In reality, these values will likely not be equal.

Appendix C. Public Charging Preliminary Evaluation and Opportunities

As Metro evaluates opportunities to develop multi-modal charging solutions for public use, we have identified two initial opportunities to further investigate:

Supporting First-Mile/Last-Mile Electrification

New and growing modes of connection to Metro’s transit hubs will enable more riders to complete fully zero-emission trips. Metro has set First Last Mile Strategic Plan Goals to address these challenges, which include expanding the reach of transit through infrastructure improvements, maximizing multi-modal benefits and efficiencies, and building on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Countywide Sustainability Planning Policy and Implementation Plan. In identifying future deployment of EV chargers, Metro should consider how to centralize charging infrastructure within multimodal transportation hubs to facilitate transit uses, improve accessibility to stations, and promote transit services.

The EV Parking Strategy will explore opportunities to develop fast-charging stations at or adjacent to Metro properties that could be used by the Metro Micro service when electrified in the future. The Metro Micro service, which launched in December 2020, provides a ride-hailing service that serves targeted communities for essential trips and links customers to additional legs of their Metro journey. These stations could also be used for Transportation Network Companies (TNCs), whose fleets will be increasingly comprised of EVs over the next decade.

SB 1014, enacted in 2018, directs CARB and the Public Utilities Commission to reduce emissions per passenger mile driven by TNC vehicles and increase the adoption of electric vehicles among their drivers through a Clean Miles Standard. The proposed rule from CARB would require 30% of vehicle miles traveled to be electric by 2026 and 90% by 2030.³¹ As of 2019, TNCs made up 2.5% of the vehicle population in California, which equates to hundreds of thousands of vehicles.³² This rapid increase in electrification of rides provided by TNCs would drastically increase the demand for public fast charging. Both TNC and ride-hailing services have high daily mileage requirements and, even with longer-range electric vehicles available today, typically require fast charging to meet these daily driving needs. The chargers could also support market development for electrification of last-mile goods movement (i.e., delivery vehicles) within the region.

The higher upfront costs of fast charging installations, coupled with a long, uncertain payback based on utilization, have discouraged widespread private investment as the EV market expands. Metro may be positioned to leverage our long-term planning horizon, property, and connection to first/last-mile trips to efficiently develop fast-charging fueling hubs for internal and public use.

Joint Development Projects

Metro’s Joint Development program helps build transit-oriented developments on Metro-owned properties. While these projects are focused on increased transit access and reduced dependency on auto use, they represent an opportunity for Metro to also increase access to EV charging for potential residents or businesses at future sites. Metro’s recently adopted updated

³¹ California Air Resources Board, *Proposed Clean Miles Standard Regulation – Appendix A*. March 30, 2021.

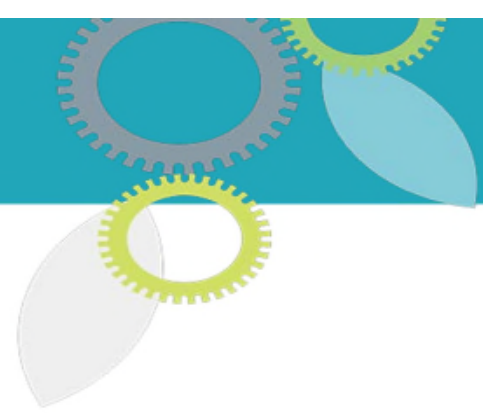
<https://ww2.arb.ca.gov/sites/default/files/classic/regact/2021/cleanmilesstandard/appa.pdf>

³² California Air Resources Board, *Proposed Clean Miles Standard Regulation – Base Year Emissions Inventory Report*, December 2019. <https://ww2.arb.ca.gov/sites/default/files/classic/regact/2021/cleanmilesstandard/appb.pdf>

Joint Development Policy³³ also requires that sites target 100% income-restricted housing units and limits the number of allowed parking spaces per bedroom in residential developments. The EV Parking Strategy will coordinate with Joint Development to identify opportunities to exceed CALGreen code requirements and offer greater access to EV charging for these developments. Coordination will also allow Metro to ensure Joint Development is also working to provide electric transportation options to the communities in which Joint Development projects are realized. For example, the EV Parking Strategy and Joint Development Program can help connect developers with utility incentives or grant programs, which have taken a strong focus on multi-unit dwelling charging access in California since 2015.³⁴

³³ Metro, Board Report – Joint Development Policy Update (File # 2021-0192), June 16, 2021. <https://metro-pdf-merger.datamade.us/document/2021-0192>

³⁴ Southern California Edison’s Charge Ready Program offers additional incentives and programmatic options to encourage development of charging at multi-family buildings, including a rebate for new-construction projects that is only available to multifamily sites.



Electric Vehicle Parking Strategic Plan

June 16, 2022



- Metro operates nearly 50 Park & Ride locations, several with multiple lots, totaling over 19,000 spaces. Has always been and will continue to be open charge point protocol.
- As of May 2022, Metro vendor Axxerra operates 108 Level 2 EV charging ports, of which 81 are deployed at Park and Ride (P&R) locations for public use. Contract expires August 2022
- Metro does not currently have chargers installed for employee use at its facilities.

- The Electric Vehicle (EV) market in California is gaining critical mass. At the end of 2021, over 837,000 battery (BEV) and plug-in hybrid (PHEV) electric vehicles were registered across the State.
- More than one-in-three were registered in the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA).

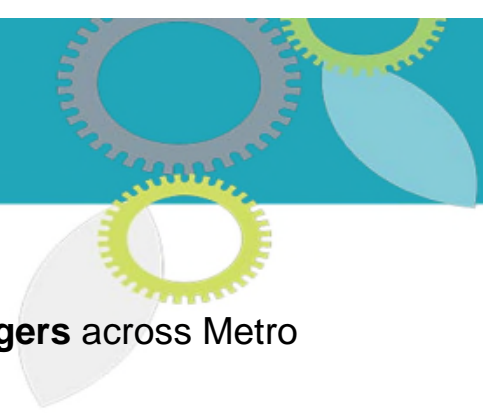
- Metro is poised to take on a broader national and transit leadership role in EV charging infrastructure once this EV strategic plan is implemented



- In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035
- The 2019 Metro Climate Action and Adaptation Plan (CAAP) commits to a 79% reduction in greenhouse gas (GHG) emissions by 2030 - strategies include *installing EV charging infrastructure at Metro facilities for employee and commuter use.*
- The 2023-2028 EVPSP provides a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicle charging infrastructure at Metro facilities for use by employees, transit riders and the public.



Metro[®] EV Parking Strategic Plan Summary



The EV Parking Strategy is a **five-year plan to install and operate a network of 2,000 chargers** across Metro facilities, including:

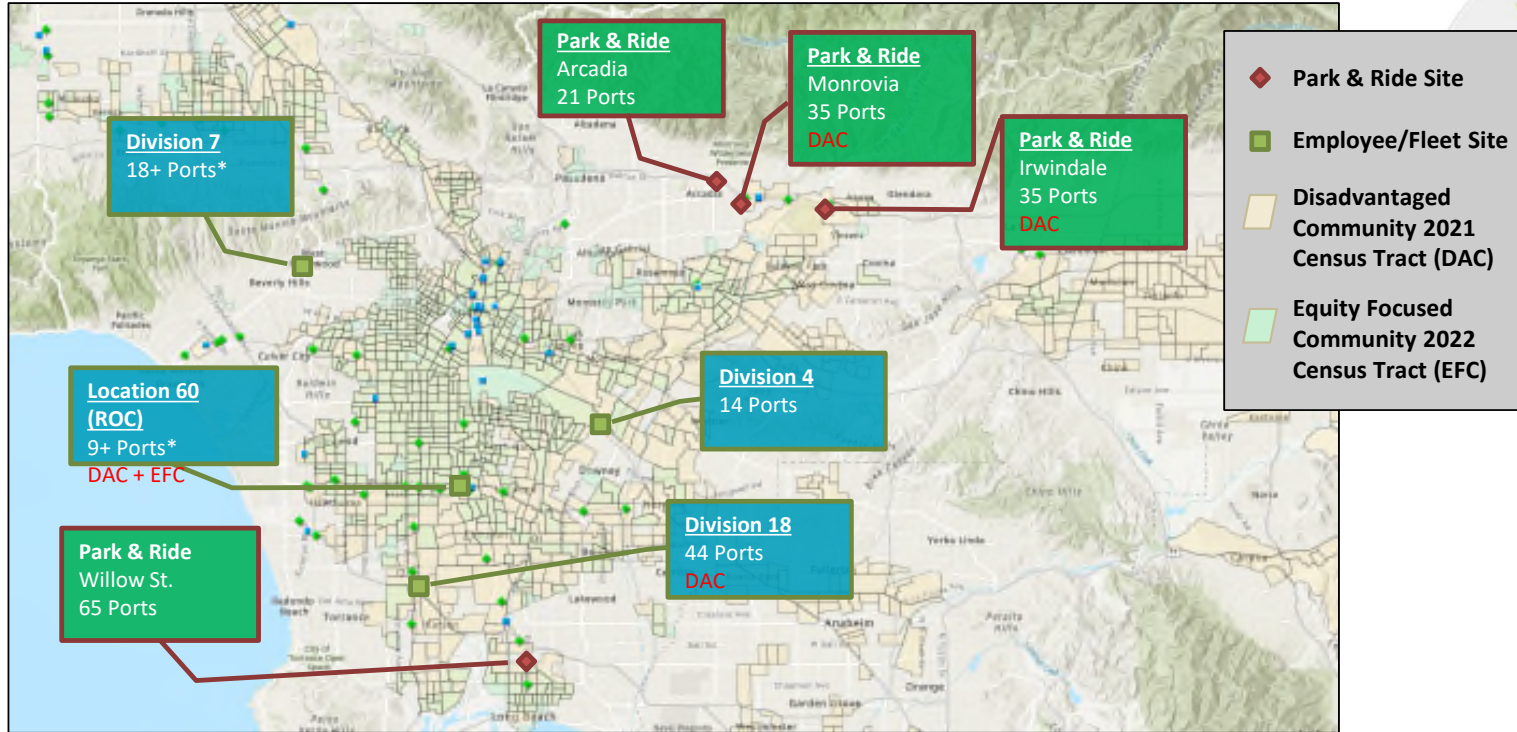
- Installing an average of 4 chargers at each Metro workplace to support EV ownership among our employees
- Installing chargers for Metro customers at Park & Ride facilities
 - 5% (950) of the total Park and Ride spaces by 2028 and 10% (1900) by 2030.
 - 50% of EV chargers within DACs and 30% within EFCs
- Ensure Capital Project parking plans include **make-ready infrastructure for 20%** of all planned spaces in compliance with CalGreen Tier 2 standards and **chargers installed at 10% of spaces**
- Leverage our real estate portfolio, programs, and partnerships to develop publicly available fast-charging services in the LA region.



The EV Parking Strategic Plan prioritizes Metro facilities for EV charging deployment based on a variety of factors:

- **Community Impact:** Locations in disadvantaged communities (DACs) and Equity Focused Communities (EFCs).
- **Utility Incentives:** Sites with highest available incentives to offset costs. Incentives may vary over time.
- **Total Parking Spaces:** Sites with more spaces to accommodate chargers can increase cost-effectiveness and locational flexibility to identify lowest cost site options.
- **Location:** End-of-line locations with more customers who frequently leave vehicles for 6+ hours, 4-5 days a week and connect with modes of transportation including bike and Metro Micro.
- **Structure Type:** Garages often have lower installation costs than surface lots, increasing likelihood of utility program selection.
- **Traffic Analysis Zones (TAZs):** Use of Metro's residential and commercial Traffic Analysis Zones scores for each station based on likely residential EV ownership and routes used to commute to/from work.
- **Available Real Estate:** Allows for the potential to install solar PV or battery storage in the future to help offset additional energy required to power EV charging or provide resiliency benefits.

Proposed Early Priority Sites - SCE Charge Ready



**Site may increase port count based on SCE review of site costs during preliminary design*

Notes:

- Metro has 8 Charge Ready Site applications (~241 chargers) under consideration by SCE
- Applications will continue to be submitted for Charge Ready to reach 300 spaces

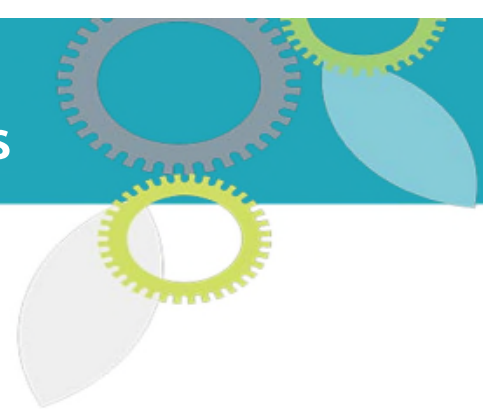
EV Charger Installation and Operation Costs – Short Term

Near-Term Operations Budget	Cost/Month	24-Month Extension Cost	
> Monthly Network Operations	\$7,000	\$168,000	
> Field Maintenance & Repairs	\$3,417	\$82,000	
Near-Term Operations Total		\$250,000	
FY23 Charge Ready Installation Budget	Unit Cost	Units ²⁴	Total Cost
> Charging Equipment (per port)	\$2,771	246	\$681,666
> Installation, Commissioning, and Project Management (per port)	\$188	246	\$46,248
Charge Ready Installation Total			\$727,914

EV Charger Installation and Operation Costs – Long- Term

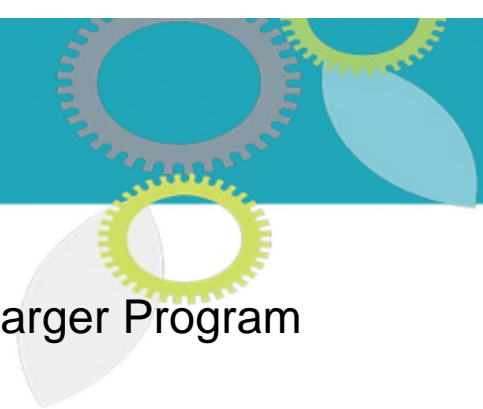
Estimated Cost / Revenue Source	\$ (M)	Estimated Charging Units
Capital Estimate		
> Employee	\$4.0	125
> P&R	\$44.1	1725
EVSP Capital Total	\$48.1	
Potential Utility Incentives	-\$13.4	
Operations Estimate		
	\$ (M)	Estimated Charging Units
> Employee	\$2.1	125
> P&R	\$14.8	1725
> Program Management	\$1.5	
EVSP Operations Total	\$18.4	
Potential LCFS Revenues	-\$4.8	
Potential Charging Revenues	-\$6.9	

	SCE Charge Ready	LADWP EV Charging Station Rebate Program
Total Funding	\$437 million	\$12 million (per annual funding allocation)
Program Design	Utility-designed, -constructed, and -owned make-ready infrastructure, plus rebates for the purchase of customer-owned chargers	Rebate for the purchase and installation of charging station(s)
Incentive Amount	<ul style="list-style-type: none"> > Covers full make-ready cost (Approx. \$12,000/port) > EVSE rebate: \$725/port or \$2,900 for DACs 	<ul style="list-style-type: none"> > \$4,000 for first charging station; \$5,000 for DAC (+500 for dual port) > One additional rebate per every four parking spaces electrified

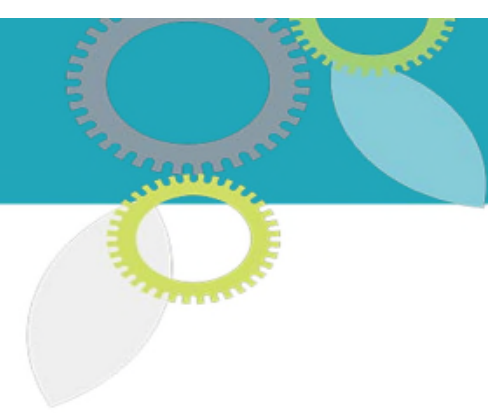


Program	Funding Agency	Size	Details
Alternative Fuel Corridor grant program (IIJA)	U.S. Dept. of Transportation	\$2.5B (5 years)	<ul style="list-style-type: none"> > Details under development, grant implementation expected in late 2022 > For deployment along with designated Alt. Fuel Corridors, and possibly in other publicly accessible locations > Intended to facilitate long-distance travel, priority for rural or low- and moderate-income neighborhoods, and multifamily communities with low access to parking
National EV Formula program (IIJA)	State of CA	\$384M (CA)	<ul style="list-style-type: none"> > \$5B national program, with funding to be made available to states on a highway formula funding basis
Surface Transportation Block Grants	U.S. Dept. of Transportation	\$72B	<ul style="list-style-type: none"> > Funded through IIJA, funds states and local governments to use the funding to best address local needs > Newly allows installation of EV Charging as eligible project types
CALeVIP and Light-Duty EV Charging Infrastructure	California Energy Commission	\$270M (2021-2022)	<ul style="list-style-type: none"> > From 2018-2021, Southern California funding reserved for DC Fast Chargers > Up to \$80,000 per DCFC, 80% of project costs > Existing funding exhausted in 2021

- *Low Carbon Fuel Standard Credits Revenues*
 - Up to \$20M/year in recent years. Increase in LCFS credits due to increased electrification of Metro fleet



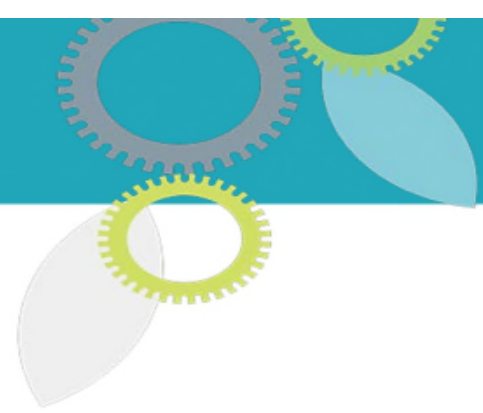
- Existing Contract: A La Carte. Separate contract for the separate parts of EV Charger Program
- Charging as a Service: Metro to pay all-inclusive fee for the installation of infrastructure and operations and maintenance of EV Parking Network
- Public-Private Partnership
 - Metro has a long history of P3 or P3-related activities
 - Renewable energy and energy efficiency projects
 - Environmental clean-up and property development
 - Project Development Agreement needs to be developed in the next 18 months
- Workforce Development Opportunity to Create New Skilled Labor and Expertise including Metro Staff



Milestone	Expected Timing
Development of P3 scope	July - December 2022
Industry outreach	September - December 2022
RFP solicitation and evaluation	January - April 2023
Contract negotiation	May - June 2023
P3 onboarding and charging network transfer	July - December 2023



- June Board adoption of the Electric Vehicle Parking Strategic Plan (EVSP).
- Procure a P3 partner with a Project Development Agreement over the next 18 months
- Convene Metro staffed interdisciplinary implementation team





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Next Steps

