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Agenda - Final Revised

Thursday, June 25, 2020

10:00 AM

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Los Angeles, CA 90012

Board of Directors - Regular Board Meeting

James Butts, Chair

Eric Garcetti, Vice Chair

Hilda Solis, 2nd Vice Chair

Kathryn Barger

Mike Bonin

Jacquelyn Dupont-Walker

John Fasana

Robert Garcia

Janice Hahn

Paul Krekorian

Sheila Kuehl

Ara Najarian

Mark Ridley-Thomas

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 7.1, 8, 9, 10, 11, 12, 13, 16, 17, 20, 24, 25, 26, 27, 28, 32, and 33.

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

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2020-0399](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 28, 2020.

Attachments: [Regular Board Meeting MINUTES - May 28, 2020](#)

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

6. **SUBJECT: CHAVEZ AND FICKETT JOINT DEVELOPMENT ENA EXTENSION** [2020-0223](#)

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 year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights.

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

7. **SUBJECT: MEASURE R AMENDMENT LANGUAGE** [2020-0334](#)

RECOMMENDATION

CONSIDER:

A. APPROVING the Measure R Ordinance Proposed Amendment Language (Attachment A); and,

B. ADOPTING the Resolution Notifying the State Legislature of the Amendment (Attachment C).

- Attachments:** [Attachment A - Expenditure Plan Mark-Up.pdf](#)
[Attachment B - South Bay Highway Program Unfunded Construction Projects.pr](#)
[Attachment C - Resolution Notifying the State Legislature of the Amendment.pdf](#)

PLANNING AND PROGRAMMING COMMITTEE (4-0) AND EXECUTIVE MANAGEMENT COMMITTEE (6-0) MADE THE FOLLOWING RECOMMENDATION:

7.1. SUBJECT: MEASURE R AMENDMENT LANGUAGE MOTION [2020-0418](#)

RECOMMENDATION

APPROVE Amending Motion by Directors Butts, Hahn, Ridley-Thomas, Barger, and Solis that the Board direct the Chief Executive Officer to adopt the Measure R Amendment language and include in the Footnote Section of the Expenditure Plan as Footnote “n” for proposed line 17a the projects listed above.

The South Bay Transit Projects listed above and identified in Footnote “n,” depending on readiness, could be included with South Bay Highway projects submitted to Metro in the FY21-22 Metro Budget Request development process by Oct. 31, 2020. Anticipated available funding could then be accessed as early as July 2021.

PLANNING AND PROGRAMMING COMMITTEE (4-0) AND EXECUTIVE MANAGEMENT COMMITTEE (6-0) MADE THE FOLLOWING RECOMMENDATION:

8. SUBJECT: MODERNIZING THE METRO HIGHWAY PROGRAM [2020-0412](#)

RECOMMENDATION

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

- A. Circulate the recommendations in this report for stakeholder input, including the Policy Advisory Council (PAC), the Technical Advisory Committee (TAC), and Councils of Governments (COGs).
- B. Initiate amendment processes for the Measure R Highway Program Eligibility Criteria and the Measure M Guidelines to clarify eligibility for transit, active transportation, and complete streets improvements, as described in Attachments A and B, and gather stakeholder input on proposed amendments concurrent with A, above; and
- C. Report back to the Planning & Programming Committee in 90 days with a summary of stakeholder input, Metro staff responses to recommendations, and proposed criteria/guideline amendments for the Board’s consideration.

Attachments: [Attachment A - Recommended Improvements to Metro Highway Program](#)

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

- 9. SUBJECT: WORKERS' COMPENSATION MANAGED CARE SERVICES** [2020-0256](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a four-year base term, with three, two-year options, incentive-based contract, Contract No. PS161339000, to Anthem Workers' Compensation, LLC to establish, maintain and provide a workers' compensation managed care service program, including access to the Anthem network, effective July 1, 2020.

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

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

- 10. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM** [2020-0260](#)

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 \$14.5 million for the 12-month period effective August 1, 2020 to August 1, 2021.

Attachments: [Attachment A - Options, Premiums and Loss History v2](#)
 [Attachment B - Proposed Carriers & Structure](#)

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

- 11. SUBJECT: MAJOR CONSTRUCTION UMBRELLA INSURANCE PROGRAM** [2020-0350](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase additional construction project umbrella liability insurance policies (also known as a super excess general liability insurance program) for construction of the Metro Westside Purple Line Extension Section 3 Project (Project) with up to \$200 million in additional limits at a cost not to exceed \$6.5 million for the period effective July 1, 2020 to July 1, 2027 (and products/completed operations coverage to July 1, 2037).

by the Board through the budget process 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 B) making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

Attachments: [Attachment A-FY21 Proposed Findings and Recommended Actions](#)
[Attachment B-FY2020-21 TD Article 8 Resolution](#)
[Attachment C-History and Definitions TDA 8](#)
[Attachment D-FY21 TDA Article 8 Public Hearingprocess](#)
[Attachment E-FY21 Summary of the Comments](#)
[Attachment F-Summary of Recommendations and Actions Taken FY21](#)
[Attachment G-Proposed Recommendation of SSTAC](#)

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

13. SUBJECT: SALE OF PROPERTY TO LOS ANGELES WORLD AIRPORT FOR LANDSIDE ACCESS MODERNIZATION PROGRAM

[2020-0330](#)

RECOMMENDATION

CONSIDER:

- A. DECLARING that a portion of 5601 Century Boulevard (shown in Exhibit D as the “Fee Interest Property”) is not necessary for use by LACMTA and is “exempt surplus land” as defined in Section 54221(f) (1) of the California Surplus Land Act (the “Act”).

- B. AUTHORIZING the Chief Executive Officer (“CEO”) to execute documents to sell the Fee Interest Property and a street easement and storm drain easement in a portion of the Aviation Boulevard railroad right of way (shown in Exhibit D as the “Easement Property”) to the City of Los Angeles, Department of Airports, known as the Los Angeles World Airports (“LAWA”) for the amount of **One Million, Seven Hundred Thirteen Thousand, and Forty Dollars (\$1,713,040.00).**

Attachments: [Attachment A - Exhibit A-1 and A-2 - Fee Interest Parcel 4-17A](#)
[Attachment B - Exhibit B-1 and B-2 Easement Parcle 4-5C](#)
[Attachment C - Exhibit C-1 and C-2 - Fee Interest Parcel 4-17B](#)
[Attachment D - Exhibit D-SITE PLAN](#)

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

- 16. SUBJECT: MEMBERSHIP ON METRO'S REGIONAL SERVICE COUNCILS**

[2020-0089](#)

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

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

- 17. SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES**

[2020-0316](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP5766200 with Link-Nilsen Corporation, for Fire-Life Safety Systems Testing and Certification services to exercise option year two in an amount not to exceed \$836,474, increasing the total contract value from \$3,462,243 to \$4,298,717 and extending the contract term from September 15, 2020 to September 15, 2021.

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

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

- 20. SUBJECT: I-5 NORTH CAPACITY ENHANCEMENTS FROM SR- 118 TO SR-134; SEGMENT 3**

[2020-0311](#)

RECOMMENDATION

AUTHORIZE Contract Modification No. 280 (CCO 280) by the California Department of Transportation (Caltrans) for the construction contract for Segment 3 (Empire) of I-5 North Capacity Enhancements Project between SR-134 and SR-118 (Project) in the amount \$631,246.57 under Funding Agreement No. MOU.P0008355/8501A/A9 within the current LOP budget.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(5-0):

- 24. SUBJECT: REPORT ON FREE STUDENT FARES FEASIBILITY STUDY**

[2020-0353](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

1. APPROVE working with Los Angeles Unified School District (LAUSD), Pasadena Unified School District (PUSD) and other districts to implement the K-12 U-Pass Program for Homeless Student Support Services
2. APPROVE working with Los Angeles Community College District (LACCD), University of California Los Angeles (UCLA) Graduate Student Association (GSA) and other schools and districts to implement the transportation fees approved through the student referendums under the existing U-Pass program
3. APPROVE working with LA County schools and districts to conduct student surveys and other collect other data needed to implement additional student pass programs

Attachments:

[Attachment A - Report on Free Student Fares Feasibility Study](#)

[Attachment B - LACCD Pilot Program Metro CEO Response Letter 05-28-19](#)

[Presentation - Student Fares June 2020](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(5-0):

- 25. SUBJECT: EMPLOYER PASS (E-PASS) PROGRAM**

[2020-0352](#)

RECOMMENDATION

APPROVE recommendation to establish a permanent Employer Pass (E-Pass) Program based on the success of the current 2-Year E-Pass Pilot Program

- Attachments:** [Attachment A - File #2017-0715 Board Report on Countywide Transportation De](#)
[Attachment B - Executive Management and Audit Committee Report on Metro C](#)
[Attachment C - ATAP Take One General](#)
[Attachment D - SEP Take One General](#)
[Attachment E - Board Box #170303_2017_Employer_Annual_Pass_Program_F](#)
[E-Pass Presentation 06182020](#)

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

- 26. SUBJECT: MOBILITY ON DEMAND EMERGENCY FOOD AND ESSENTIAL GOODS DELIVERIES** [2020-0374](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING expansion of emergency food and essential goods delivery to First 5 LA's five Best Starts regions (which include 14 subcommunities) up to 750 deliveries a week, as further described in Attachment A and Attachment B; and
- B. AUTHORIZING the CEO or his designee to execute necessary agreements and amendments to contracts as related.

- Attachments:** [Attachment A - First 5 LA 14 Best Start Communities](#)
[Attachment B - Best Start Emergency Food and Essential Goods Delivery Plan](#)
[Attachment C - Food and Essential Goods Delivery Process Flow](#)
[Attachment D - Food and Essential Goods Delivery Budget \(1\)](#)

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

- 27. SUBJECT: MEASURE R AND M HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE** [2020-0096](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$178,107,100 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
 - Highway Operational Improvements in Arroyo Verdugo

-
- Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING deobligation of \$23,214,900 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. APPROVING \$5,250,000 in additional programming of Measure M Multi-Year Subregional Program (MSP) funds as shown in Attachment B for:
- Transportation System and Mobility Improvements Program (Expenditure Line 66) project number MM5508.05
 - I-605 Corridor “Hot Spots” Interchange Improvements Program (Expenditure Line 61) project number MM5509.05
- D. DELEGATING to the CEO or his designee the authority to:
1. amend Measure R funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 2. allow changes in project sponsor to deliver board approved projects; and
- E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the Board-approved projects; and

Attachments: [Attachment A - Projects Receiving Measure R Funds](#)
 [Attachment B - Projects Receiving Measure M Funds \(Combined\)](#)

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

28. SUBJECT: METRO RED LINE SCADA REPLACEMENT [2020-0348](#)

RECOMMENDATION

AUTHORIZE:

- A. The Chief Executive Officer to increase the Contract Modification Authority (CMA) specific to Contract No. OP39603035 with ARINC Control and Information Systems (ARINC) in the amount of \$3,357,496 increasing the total authorized contract amount from \$15,551,028 to \$18,908,524.

- B. The Chief Executive Officer to execute contract modifications up to the Board-approved CMA in an amount not to exceed \$18,908,524.

- C. The purchase of additional coverage on the existing \$15,000,000 supplemental project insurance in excess of ARINC's limited liability in an amount not-to-exceed \$700,000. This action increases the total coverage cost from \$1,449,000 to \$2,149,000;
- D. An extension to the period of performance of Contract OP39603035 to December 31, 2021 to allow for SCADA-related work on the CLAX/AMC Station to be completed under this Contract.

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

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

32. SUBJECT: FEDERAL LEGISLATION [2020-0414](#)

RECOMMENDATION

ADOPT staff recommended positions:

- A. House Resolution ~~27095~~ 27095 (DeFazio) - Five-year federal surface transportation authorization legislation. **SUPPORT**

Attachments: [Attachment A - INVESTinAmericaAct](#)

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

33. SUBJECT: LEVERAGING AND COORDINATING GREEN INFRASTRUCTURE FUNDING: CREATING THE WHAM COMMITTEE [2020-0415](#)

RECOMMENDATION

APPROVE Motion by Directors Kuehl and Solis that the Board direct the Chief Executive Officer to join the County process to regularly convene leaders of the departments and agencies implementing measures W, H, A, and M for the purposes of creating efficiencies across programs; fulfilling the goals of measures W, H, A, and M; facilitating coordinated programmatic and project/project area planning; implementation of specific multi-benefit projects, project areas, and programs; leveraging W, H, A, and M funding with other funding sources-including other local, state and federal funding opportunities; fostering procedural, project, and programmatic collaboration; and eliminating redundancies and inconsistent policies where appropriate.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2020-0422](#)

RECOMMENDATION

RECEIVE remarks by the **Chair**.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2020-0423](#)

RECOMMENDATION

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

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

15. **SUBJECT: ORAL REPORT ON COVID-19 SERVICE UPDATE** [2020-0372](#)

RECOMMENDATION

RECEIVE oral report on **Covid-19 Service Update**

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

21. **SUBJECT: AIRPORT METRO CONNECTOR PROJECT** [2020-0123](#)

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.

- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

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

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

31. SUBJECT: STATE LEGISLATION

[2020-0300](#)

RECOMMENDATION

ADOPT staff recommended positions:

1. Assembly Constitutional Amendment 5 (Weber, Gipson, Santiago) - Government Preferences. **SUPPORT**
2. Potential Ballot Measure to enact ACA 5/Proposition TBD -
SUPPORT

Attachments: [Attachment A - ACA 5 Legislative Analysis](#)

**EXECUTIVE MANAGEMENT COMMITTEE RECOMMENDED APPROVAL OF THE
FOLLOWING AMENDING MOTION (5-0):**

31.1. SUBJECT: ASSEMBLY CONSTITUTIONAL AMENDMENT 5

[2020-0428](#)

RECOMMENDATION

APPROVE Amending Motion by Director Garcetti that the Board direct the CEO to report to the Executive Management Committee in November with a race and gender action plan related to the prospective passage of ACA 5, including:

- Updating the disparity study, as applicable;
- Applying race-conscious and gender-conscious goals;
- Reactivating the MBE and WBE program;
- Considering a Historically Underutilized Business program;
- Expanding the DBE program to non-federally funded procurements;
- Strengthening race and gender-based hiring and advancement;
- Implementing targeted community engagement and empowerment;
- Updating the Equity Platform; and

- Other strategies related to ACA 5 that will meaningfully advance racial and gender equity both at Metro and in Metro's wide portfolio of services, projects, and programs.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE (4-0) AND EXECUTIVE MANAGEMENT COMMITTEE (5-0) RECOMMENDED APPROVAL OF THE FOLLOWING:

35. SUBJECT: REPORT BACK ON USE OF FORCE POLICY FOLLOWED BY METRO POLICING CONTRACTORS AND EMPLOYEES

[2020-0419](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, 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.

36. SUBJECT: UPLIFTING THE HUMAN SPIRIT THROUGH METRO ART

[2020-0427](#)

RECOMMENDATION

APPROVE Motion by Directors Butts, Solis, Garcetti, and Hahn that the Board direct the CEO to return in the August Board cycle with a Report back on how Metro can:

- Integrate Metro Art programs into our trains, busses;
- Champion artistic experimentation including provocative works that are responsive to the issues and concerns of our time; and
- Think about how artists might be included in the Reimagining of transportation

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

[2020-0429](#)

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.

38. SUBJECT: MUTUAL AID AGREEMENT

[2020-0430](#)

RECOMMENDATION

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

- A. Review Metro's commitments under the mutual aid agreement and seek amendments, if necessary, to ensure that Metro's assets are only required for civilian transportation purposes.
- B. Report back to the Operations, Safety, and Customer Experience Committee in 90 days.

39. SUBJECT: POLICIES & PROTOCOLS FOR FUTURE SERVICE SHUTDOWNS

[2020-0431](#)

RECOMMENDATION

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

- A. In consultation with the Office of Civil Rights and Executive Officer for Equity & Race, develop clear criteria for when suspending service is necessary and appropriate. Such criteria should include measures to minimize service disruptions by containing service suspensions to the line(s), division(s), or service sector(s) affected whenever feasible and prudent.
- B. Develop protocols for rider notification of service suspensions and policies for providing alternative transportation. Such protocols should consider demographic, language, and technology access data from Metro's on-board rider survey.
- C. Circulate proposed criteria and protocols for input from Service Councils.
- D. Report back on all the above to the Operations, Safety, and Customer Experience Committee in 90 days.

40. SUBJECT: METRO RESPONSE TO DEMONSTRATIONS FOR RACIAL JUSTICE

[2020-0417](#)

RECOMMENDATION

RECEIVE AND FILE staff report on Metro's actions in response to demonstrations and civil unrest during the weekend of May 30, 2020 and after-action plans.

- Attachments:** [Attachment A - Letter from Mayor Garcetti June 12](#)
[Attachment B - CA Master Mutual Aid Agreement](#)
[Attachment C - Publications of Mutual Aid Response and Disaster Relief Roles](#)
[Attachment D - April 2011 Board Report Emergency Prep](#)
[Attachment E - April 2011 Board Minutes](#)

41. SUBJECT: BOARD OFFICERS [2020-0402](#)

RECOMMENDATION

ELECTION of 2nd Vice Chair.

END OF NON-CONSENT ITEMS

42. SUBJECT: CLOSED SESSION [2020-0424](#)

A. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)
(2)

Significant Exposure to Litigation (One Case)

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

Property Description: 6101 and 6111 Wilshire Boulevard
Los Angeles, CA

Agency Negotiator: Velma Marshall

Negotiating Party: AU Zone Investments #2

Under Negotiation: Price and terms

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

Agency Designated Representative: Joanne Peterson

Employee Organizations: SMART, ATU, AFSCME, TCU,
and Teamsters

Unrepresented employees: All

SUBJECT: GENERAL PUBLIC COMMENT [2020-0398](#)

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 #: 2020-0399, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JUNE 25, 2020**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held May 28, 2020.



Virtual Meeting

MINUTES

Thursday, May 28, 2020

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**James Butts, Chair
Eric Garcetti, Vice Chair
Hilda Solis, 2nd Vice Chair
Kathryn Barger
Mike Bonin
Jacquelyn Dupont-Walker
John Fasana
Robert Garcia
Janice Hahn
Paul Krekorian
Sheila Kuehl
Ara Najarian**

**Mark Ridley-Thomas
Gloria Roberts, non-voting member**

Phillip A. Washington, Chief Executive Officer

CALLED TO ORDER: 10:13 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 9, 11, 15, 17, 22, 23, 24, 25, 26, 27, 30, 31, 32, 38, and 38.1.

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

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

2. **SUBJECT: MINUTES** **2020-0315**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held April 23, 2020.

3. **SUBJECT: REMARKS BY THE CHAIR** **2020-0362**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2020-0363**

RECEIVED report by the Chief Executive Officer.

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

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

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

5. SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY 2020-0255

RECEIVED AND FILED the response to Board Motion Item 8.1 (Attachment A, Legistar File 2020-0172) on the February 2020 Board report, Eastside Transit Corridor Phase 2 (Attachment B, Legistar File 2020-0027) directing staff to:

- 1) Prepare a feasibility study to evaluate high-quality transit service options to serve the San Gabriel Valley, and
- 2) Include recommendations for a Funding Plan for the San Gabriel Valley and Gateway Cities subregions that encompasses Measure R and Measure M funding for Eastside Transit Corridor Phase 2 to demonstrate subregional equity.

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

5.1. SUBJECT: SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY 2020-0368

APPROVED 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.

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

6. SUBJECT: HIGHWAY PROGRAM PROJECT DELIVERY PROFESSIONAL SERVICES ON-CALL 2020-0276

AUTHORIZED the Chief Executive Officer to:

- A. AWARD four, three-year base on-call contracts, with two, one-year option terms, Contract Nos. AE67946000, AE67946001, AE67946002, AE67946003 to HNTB Corporation, Parson Transportation Group, TranSystems Corporation and WKE, Inc. respectively, for a total not-to-exceed amount of \$40,000,000 for the initial three-year base contract, and \$5,000,000 for each one-year option term, for a total not to exceed amount of \$50,000,000, for Highway Program Project Delivery Support Services and other related work, subject to resolution of protest(s), if any, and

(continued on next page)

(Item 6 – continued from previous page)

B. EXECUTE or delegate the execution of Task Orders within the approved not to exceed cumulative value of \$50,000,000.

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

* SELECTED UNDER RULE OF NECESSITY.

7. SUBJECT: DRAFT 2020 LONG RANGE TRANSPORTATION PLAN 2019-0882

APPROVED ON CONSENT CALENDAR the release of Draft 2020 Long Range Transportation Plan (LRTP) for public comment.

8. SUBJECT: FIRST/LAST MILE PLAN FOR PURPLE LINE EXTENSION SECTIONS 2 & 3 2020-0111

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING First/Last Mile Plan for Purple Line Extension Sections 2 & 3; and
- B. DIRECTING staff to return to the Board with implementation recommendations following completion of the First/Last Mile Guidelines.

9. SUBJECT: METRO AFFORDABLE TRANSIT CONNECTED HOUSING PROGRAM 2020-0208

APPROVED ON CONSENT CALENDAR:

- A. APPROVING revisions to the Metro Affordable Transit Connected Housing Program (MATCH Program), as further described in Attachment A; and
- B. AUTHORIZING the CEO or his designee to execute necessary agreements and amendments to agreements related to the MATCH Program.

10. SUBJECT: I-710 ADDITIONAL FUNDING FOR THE DESIGN PHASE OF THE SHOEMAKER BRIDGE REPLACEMENT PROJECT 2020-0326

APPROVED programming of additional \$12.9 million in Measure R I-710 Early Action projects funds for the design phase of the Shoemaker Bridge Replacement Project (Project); and

EXECUTE the necessary agreement(s) with the City of Long Beach to advance the Project.

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

11. SUBJECT: CENTINELA GRADE SEPARATION

2020-0199

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Centinela Grade Separation Screening Analysis for Design Concepts/Engineering Design Report;
- B. APPROVING Project Definition as an Aerial Grade Separation at the Florence/Centinela Crossing of the Crenshaw/LAX Line supported by Bus Bridging during the Construction Period;
- C. FILING an environmental Statutory Exemption pursuant to CEQA;
- D. Authorizing staff to proceed with preliminary engineering and final design services on the Centinela Grade Separation. This is not a request for construction funding.

12. SUBJECT: MANAGEMENT AUDIT SERVICES FY 2020 THIRD QUARTER REPORT

2020-0293

RECEIVED AND FILED Management Audit Services (MAS) quarterly report for the period ending March 31, 2020.

(FORWARDED FROM MAY FINANCE, BUDGET, AND AUDIT COMMITTEE DUE TO LACK OF QUORUM)

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

13. SUBJECT: CONTINUING RESOLUTION FOR FISCAL YEAR 2021 BUDGET

2020-0310

- A. ADOPTED a continuing resolution to extend FY20 budget authorization for one quarter into FY21 until September 2020 when Fiscal Year 2021 (FY21) budget is considered for Board adoption
- B. AUTHORIZED the CEO to execute the adopted continuing resolution through first quarter of FY21 until October 1, 2020
- C. AUTHORIZED the extension of all annual Operating and Fare subsidy Memorandums of Understanding (MOUs) subject to available funds until such time as the FY21 budget is adopted

(FORWARDED FROM MAY FINANCE, BUDGET, AND AUDIT COMMITTEE DUE TO LACK OF QUORUM)

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

WITHDRAWN ITEM 13.1:

13.1.SUBJECT: REDONDO BEACH TRANSIT CENTER URGENCY MOTION2020-0378

RECOMMENDATION

~~APPROVE Motion by Directors Butts and Hahn that the Board:~~

~~Approve authorizing funding of additional \$2.75 million from the South Bay Measure M TSMIP II MSP account for the SBCCOG Redondo Beach Transit Center project with the Measure R Operational Highway funds programming in June.~~

15. SUBJECT: MEMBERSHIP ON METRO'S SAN FERNANDO VALLEY SERVICE COUNCIL 2020-0313

APPROVED ON CONSENT CALENDAR Leslie Aguirre for membership on Metro's San Fernando Valley Service Council.

17. SUBJECT: P2000 COUPLER ASSEMBLY OVERHAUL 2020-0103

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 60-month, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA6264000, to Wabtec Passenger Transit Corporation, Spartanburg, South Carolina, for P2000 Light Rail Vehicle (LRV) Coupler Assembly overhaul services. This award is a not-to-exceed amount of \$2,895,984 subject to resolution of protest(s), if any.

18. SUBJECT: WASTE MANAGEMENT SERVICES 2020-0312

REJECTED:

AUTHORIZING the Chief Executive Officer to:

- A. AWARD an indefinite delivery indefinite quantity Contract No. OP1484230003367 to American Reclamation, Inc. to provide waste management services throughout Metro B Line (Red), Metro G Line (Orange), Pasadena L Line (Gold) and various bus and rail locations within the geographical area, specified as the North Region, for a not-to-exceed amount of \$3,904,317 for the five-year base period, and \$1,571,479 for the one, two-year option term, for a combined not-to-exceed amount of \$5,475,796, effective June 1, 2020 through May 31, 2027, subject to resolution of protest(s), if any; and
- B. AWARD an indefinite quantity/delivery Contract No. OP1484240003367 to American Reclamation, Inc. to provide waste management services

(continued on next page)

(Item 18 – continued from previous page)

throughout Metro A Line (Blue), Metro C Line (Green), E Line (Expo), Gateway Headquarters Building and various bus and rail locations within the geographical area, specified as the South Region, for a not-to-exceed amount of \$3,218,989 for the five-year base period, and \$1,325,033 for the one, two-year option term, for a combined not-to-exceed amount of \$4,544,022, effective June 1, 2020 through May 31, 2027, subject to resolution of protest(s), if any.

18.1. SUBJECT: WASTE MANAGEMENT SERVICES

2020-0370

Approved Substitute Motion by Director Bonin directing the CEO to:

Reject staff recommendation from Item 18. Extend the current contracts with Republic Services on a month to month basis; resolicit the contract including past performance to include safety, labor, and environmental standards at least as stringent as the City of Los Angeles waste hauling franchise system as part of selection criteria.

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

20. SUBJECT: 2020 LOS ANGELES CONSTRUCTION MARKET ANALYSIS

2020-0212

RECEIVED AND FILED status report on the 2020 Los Angeles Construction Market Analysis report.

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

22. SUBJECT: SOUNDWALL PACKAGE 11 HIGHWAY PROJECT ACTION: CONTRACT MODIFICATION

2020-0284

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

EXECUTE Modification No. 19 to Contract No. C39033C1101-2 Soundwall Package 11 Highway Project for work above and beyond the original scope of services. This additional work is within the LOP budget and increases the total contract price in the amount of \$860,000, from \$66,041,760 to \$66,901,760.

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

23. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES 2020-0170

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. 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 in the amount of \$22,500,000 for 1 year, increasing the total contract value from \$43,932,000 to \$66,432,000 through Fiscal Year 2021; and
- B. The Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

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

24. SUBJECT: TUNNEL ADVISORY PANEL 2020-0267

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. Execute Contract Modification No. 11 to Contract No. PS-2020-1055 with **Dr. Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$910,475, increasing the total contract value from \$2,090,006 to \$3,000,481 and extend the contract from July 1, 2020 to June 30, 2023;
- B. Execute Contract Modification No. 6 to Contract No. PS-8510-2493 with **Dr. Edward J. Cording, for the continuation of Tunnel Advisory Panel Services**, in an amount not-to-exceed \$923,457, increasing the total contract value from \$2,075,778 to \$2,999,235 and extend the contract from July 1, 2020 to June 30, 2023; and
- C. Negotiate and Execute sole source Contract No. PS-1620-1000, with **Dr. Thomas O'Rourke**, for Tunnel Advisory Panel Services, in an amount not-to-exceed \$947,457, from June 1, 2020 to June 30, 2023.

25. SUBJECT: PROGRAM MANAGEMENT SUPPORT SERVICES

2020-0283

AUTHORIZED ON CONSENT CALENDAR:

- A. An increase in authorized funding for Contract No. AE35279 with Kal Krishnan Consulting Services/Triunity Engineering and Management Joint Venture (KTJV), for pending and future Contract Work Orders to provide Program Management Support Services (PMSS) in an amount not-to-exceed \$12,041,501, increasing the current authorized funding limit from \$51,306,204 to \$63,347,705 through FY21;
- B. The Chief Program Management Officer or designee to execute individual Contract Work Orders (CWOs) and Contract Modifications within the Board approved contract funding amount.

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

**26. SUBJECT: SUPPLEMENTAL ENGINEERING SERVICES (SES)
CONSULTANT SERVICE CONTRACT**

2020-0286

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXERCISE a one-year extension option for Task Order Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design of Rail and Highway Transportation Projects, extending the period of performance from June 22, 2020 through June 22, 2021.
- B. INCREASE the total contract value for Contract No. AE36687 with Mott MacDonald Group for Supplemental Engineering Services for Engineering Design for Rail and Highway Transportation Projects not-to-exceed \$2,500,000 increasing the total contract value from \$15,000,000 to \$17,500,000. Work will only be authorized by specific task orders, funded by specific project budgets.
- C. NEGOTIATE and EXECUTE Task Orders and modifications within the Board approved contract amount.

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

27. SUBJECT: CRENSHAW/LAX CLOSE OUT PROJECT

2020-0320

ADOPTED ON CONSENT CALENDAR the Life-of-Project (LOP) budget of \$30,000,000 for a new Crenshaw/LAX Close Out Project.

30. SUBJECT: MEDICAL CLINIC SERVICES

2020-0264

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to increase Contract Modification Authority (CMA) specific to the contracts listed below to continue providing medical examinations and drug and alcohol collections for employees and job candidates, increasing the total cumulative not-to-exceed contract amounts by \$850,000 from \$5,321,075 to \$6,171,075:

Contract No.	Contractor
PS62402786A	Concentra Medical Center - Commerce (formerly U.S. Healthworks Commerce)
PS62402786B	Concentra Medical Center - Los Angeles (formerly U.S. Healthworks - Los Angeles)
PS62402786C	Concentra Medical Center - Van Nuys (formerly U.S. Healthworks - Van Nuys)
PS62402786E	ProHealth-Glendale Occupational Medical Group (formerly Glendale Memorial Occupational Medical Group)
PS62402786F	CareOnSite

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

31. SUBJECT: FILMING LIAISON ON THE METRO SYSTEM

2020-0282

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award Contract No. PS66940000 for filming liaison services to The Hollywood Locations Company, Inc. for 5 years, generating an estimated \$1,500,000 revenue for Metro, subject to resolution of protest(s), if any.

32. SUBJECT: METRO SYSTEM ADVERTISING (LICENSE TO SELL AND DISPLAY ADVERTISING ON BUS AND RAIL)

2020-0306

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS41099B - License to Sell and Display Advertising on Metro Bus System, with OUTFRONT Media Group, LLC, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues, from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020; and

(continued on next page)

(Item 32 – continued from previous page)

- B. EXECUTE Modification No. 1 to Contract No. PS41099R - License to Sell and Display Advertising on Metro Rail System, with Intersection Parent, to temporarily replace the minimum annual guarantee (MAG) payments to Metro, as required by the Contract, with monthly payments of 55% of actual sales revenues from May 15, 2020 to December 31, 2020, and to re-schedule the May 2020 payment from May 15, 2020 to May 30, 2020.

33. SUBJECT: MOBILITY ON DEMAND PILOT PROJECT

2020-0349

RECEIVED AND FILED Mobility on Demand Pilot Project report.

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

34. SUBJECT: ORAL REPORT ON COVID-19 SERVICE UPDATE

2020-0102

RECEIVED oral report on COVID-19 Service Update.

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

34.1. SUBJECT: COST CONTROL PERTAINING TO COVID-19

2020-0380

Reviewed and Approved the CEO's call to action to control costs pertaining to COVID-19 as amended by Directors Hahn, Garcetti, Butts, Solis, and Garcia's motion to add the following provisions:

- A. Advance Bucket 2 projects towards shovel-ready, consistent with the Measure M expenditure plan, and within the parameters of the FY 21 Budget Continuing Resolution;
- B. Report to the Executive Management Committee in August 2020 with an update on Metro's project acceleration program, including how Metro will ensure projects will be able to compete for any federal infrastructure recovery funding; and
- C. Projects listed in Bucket 2 shall be included in the proposed FY 21 Budget to be presented to the Board in September. Any request for further deferral or recommendations on the acceleration of Bucket 2 projects will require justification as part of the Budget.

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

APPROVED Motion by Directors Garcetti, Solis, Hahn, Kuehl and Butts as amended 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.

SOLIS AMENDMENT:

- H. Report back to the Board in 30 days with recommendations to temporarily lower fares for all Metro-provided mobility services consistent with the reduced prices of passes in order to support riders once regular boarding practices resume. The report should consider recommendations to welcome back riders to Metro services as well as further adjustments as necessary to the price of promotional passes stated in Directive A in order to maintain high affordability.

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

38. SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

2020-0319

APPROVED ON CONSENT CALENDAR amending the Life-of-Project (LOP) budget by \$90,000,000 for the Crenshaw/LAX Transit Project (Project) of \$2,058,000,000 to \$2,148,000,000, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

38.1. SUBJECT: CRENSHAW/LAX TRANSIT PROJECT

2020-0356

APPROVED ON CONSENT CALENDAR Amending Motion by Directors Garcetti, Butts, Garcia and Hahn directing the CEO to:

- A. Allocate \$33.1 million of CMAQ, plus the revenue generated from LAWA acquisition of property and easements (at least \$1.7 million) to fund immediate LOP budget needs on the Crenshaw/LAX project.
- B. After taking CMAQ and LAWA-generated revenues off the top, approve the use of Subregional Equity Program (SEP) funding for the remainder of the \$90 million Crenshaw/LAX LOP budget increase, subject to formal approval from each subregion's governing body and according to the 2016 subregional borders designating the LAX area as a Regional Facility and conforming the South Bay subregion to the South Bay COG's boundaries:

Subregion	Miles	Percent
Central Los Angeles	3.40	41.4%
South Bay	3.32	40.4%
Regional Facility: LAX Area	1.50	18.2%
Total	8.22	100.0%

These SEP funds shall be escalated from 2015 dollars in accordance with Board file 2019-0598, which reaffirmed that each subregion's SEP allocation as listed in the Measure M Expenditure Plan (line item 68,notes.) is listed in 2015 dollars and escalated to year-of expenditure in accordance with the escalation policies in the Measure M expenditure plan;

- C. Defer any future recommendation or use of any unprogrammed SEP funding pending the development, in partnership with all Board offices, of a uniform process by which Subregions can elect to use SEP funding, including but not limited to:

- 1. Subregional governing body approval of any funding recommendation and use;
 - a. Hereby acknowledging that the South Bay COG has already committed the entire South Bay SEP for the Centinela Grade Separation Project.

(continued on next page)

(Item 38.1 – continued from previous page)

2. Written notice to the respective Subregional governing body and representative Board offices at least 120 days before Metro recommends the use of SEP funding to ensure adequate time for subregions to understand and approve any funding recommendations;

3. Standard and explicit criteria for how and when a subregion’s SEP allocation may be accelerated to meet their needs, consistent with Board file 2019-0598 (see above);

D. Report back on all the above during the September 2020 Board cycle.

39. SUBJECT: CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY 2020-0325 (CARES) ACT FUNDING

A. APPROVED the allocation of CARES Act funding received by Los Angeles County as described in Attachment A.

B. APPROVED fund exchanges of Federal CARES Act funding, as appropriate, with other local funding sources in order to provide administrative efficiencies, optimize and accelerate the distribution of resources.

C. AUTHORIZED the Chief Executive Officer to negotiate and execute all necessary agreements to implement the recommended support of transit programs countywide.

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

40. SUBJECT: OPEN STREETS PROGRAM RESPONSE TO COVID-19 2020-0375

APPROVED Motion by Directors Garcetti, Solis, Garcia, Bonin, and Fasana that the Board authorize the CEO to negotiate administrative scope changes to awarded events in the Open Streets Grant Program, at the written request of the grantee, such that funds may be used for COVID-19 response Slow Streets or similar programs, including but not limited to:

- Expanding one-day events to longer-term temporary traffic interventions;
- Replacing a large, single-corridor event intended for regional audiences with many smaller, neighborhood-scale interventions catering to local audiences;

(continued on next page)

(Item 40 – continued on previous page)

- Creating spaces within the public right-of-way to support economic activity such as dining and vending; and
- Providing education, encouragement, and monitoring for safe physical distancing in accordance with the Safer at Home Order in partnership with and supporting community-based leadership.

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

41. SUBJECT: CLOSED SESSION

2020-0364

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

1. Julius Branch v. LACMTA, Case No. BC 683330

AUTHORIZED settlement of \$1,500,000.

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

ADJOURNED AT: 2:07 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration


Michele Jackson, Board Secretary

###

**Board Report**

File #: 2020-0223, **File Type:** Agreement**Agenda Number:** 6.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2020****SUBJECT: CHAVEZ AND FICKETT JOINT DEVELOPMENT ENA EXTENSION****ACTION: APPROVE RECOMMENDATION****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 year, for the joint development of Metro-owned property at Cesar E. Chavez Avenue and Fickett Street in Boyle Heights.

ISSUE

Abode Communities (the “Developer”) and Metro are parties to an Exclusive Negotiations and Planning Agreement (the “ENA”) for the development of a mixed-use project (the “Project”) on 1.56 acres of Metro-owned property (the “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 Plan). The ENA is set to expire on August 31, 2020, and an extension of the ENA term is necessary to provide the time for: (a) the Developer and Metro to consider and refine the Project’s design, (b) the Developer to lead 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.

DISCUSSION**Background**

In March 2018, Metro entered into an ENA with the Developer to plan and consider the development of the Project on the Site. 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. The careful integration of these diverse programmatic components of the Project have 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 proved critical to the ultimate viability of the Project.

As part of this 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 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 reconsider the Project's proposed park and to propose a community garden as a replacement.

The analysis also indicated interest in the Project by grocery store operators, provided that certain design changes were made to accommodate their operations. The Project's affordable housing element remains at 60 units, but the affordability level has been deepened from 30% of AMI to 20% of AMI. In addition, 30 of the units are being proposed to provide supportive housing to the formerly homeless population.

The up-front analysis for the Project is now complete, but the Developer will continue to refine the Project during the extended ENA term. This work will include a dialogue with community stakeholders about the Project's scope and design. The Developer will also explore partnerships with local small businesses and community-based organizations for the Project's needs, such as the operations of the potential community garden. Such outreach will follow-up on Metro's extensive community outreach efforts in 2016 that led to the creation of the development guidelines for the Site, which were approved by the Board in January 2017 and included in the development an RFP for the Site issued in March 2017. 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. During the extended ENA term, the parties will also negotiate the key terms and conditions of a JDA and GL for Board approval.

EQUITY PLATFORM

Consistent with the Equity Platform pillar "listen and learn", the Proposed Project has gone through a lengthy community engagement process and secured support of the local Neighborhood Council and the Boyle Heights Design Review Advisory Committee. Furthermore, the Proposed Project is an opportunity to "focus and deliver" by adding much needed transit-oriented affordable housing stock in the community.

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 FY20 budget under 401037, as adjusted to address COVID-19 impacts.

Impact to Budget

There is no impact to the FY20 budget, as adjusted to address COVID-19 impacts. Staff costs are included in the FY20 budget to negotiate the proposed transaction and review design and other project documents. No new capital investment or operating expenses are anticipated to implement the Project, and revenues from funds provided by the Developer will offset certain staff and project-related professional service costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #3 “Enhance communities and lives through mobility and access to opportunity” by advancing a joint development project which will deliver critical community benefits, including a grocery store and transit-accessible affordable housing.

ALTERNATIVES CONSIDERED

The Board could choose not to extend the ENA term, in which case the ENA would expire on August 31, 2020. Metro could then choose to solicit new proposals for development of the Site from the development community. Staff does not recommend this alternative due to the time it would take to procure a new developer, and the lost benefit of the proposed Project, which will bring much needed affordable housing and a grocery store to the community. The Proposed Project is also in line with Metro’s Equity Platform and Strategic Plan goals.

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 year if deemed necessary or prudent by Metro. Staff will continue working with Developer to finalize negotiations on the key terms and conditions of a JDA and GL and will return to 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.

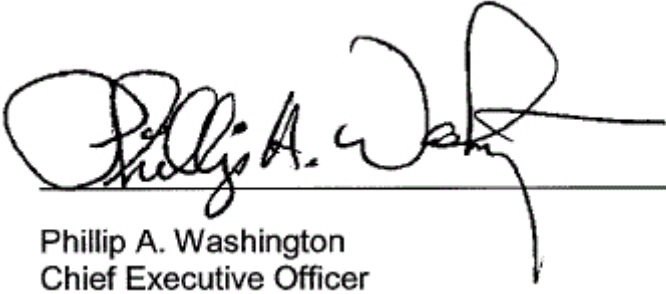
ATTACHMENTS

Attachment A - Site Map

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Reviewed by:

Jim de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Site Map Chavez and Fickett Joint Development





Next stop: building communities.

Chavez/Fickett Joint Development

Planning & Programming Committee

June 17, 2020

Legistar File #2020-0223

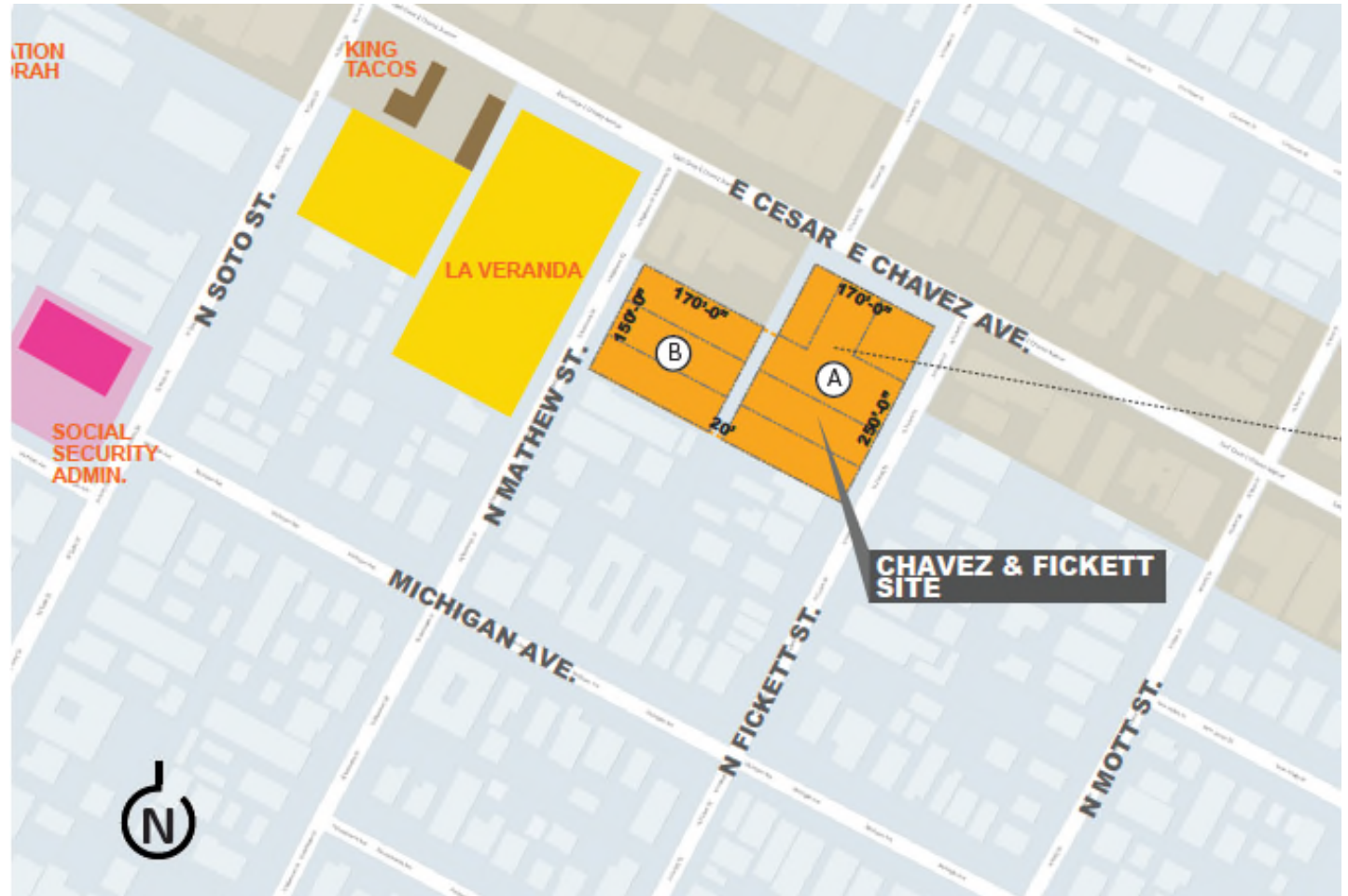


Recommendation

- > Authorize the Chief Executive Officer to execute an amendment to the Exclusive Negotiation and Planning Agreement (“ENA”) with Abode Communities (“Developer”) to extend the term for one year, plus 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.

Chavez/Fickett Joint Development Site

- Total Area:
 - 1.56 acres
- Parcel A:
 - 0.98 acres
 - Existing Parking Lot
- Parcel B:
 - 0.58 acres
 - Existing Vacant Lot
- Located 0.25 miles from Gold Line's Soto station



Chavez/Fickett – Background/Status

- Metro entered into ENA with Developer in March 2018; ENA is set to expire August 2020.
- Proposed project includes 60 units of affordable housing at 20-50% AMI; a 25,000 SF grocery store, and a community garden.
- Careful integration of the project's diverse programmatic components required a greater level of up-front site planning, design, operational, entitlement and cost analyses than is typical.
- This up-front analysis is now complete and Developer needs additional time to refine the project's scope and design with Metro; lead community stakeholder outreach; and obtain entitlements and CEQA approval from the City of LA, among other things.

Community Outreach

- Community outreach is scheduled to begin in summer 2020
 - Outreach will include:
 - Metro's Boyle Heights Design Review Advisory Committee
 - Boyle Heights Neighborhood Council and its relevant committee(s)
 - Boyle Heights community based organizations

Next Steps

3rd Quarter 2020

- 1) Conduct community outreach.
- 2) Refine project scope and design.
- 3) Negotiate Joint Development Agreement (“JDA”) and Ground Lease terms.

4th Quarter 2020

- 1) Submit application for project entitlements and environmental review to City of LA.

2nd Quarter 2021

- 1) Return to Board for approval to enter into JDA & Ground Lease.



Board Report

File #: 2020-0334, **File Type:** Plan

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2020
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020**

SUBJECT: MEASURE R AMENDMENT LANGUAGE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the Measure R Ordinance Proposed Amendment Language (Attachment A);
and,
- B. ADOPTING the Resolution Notifying the State Legislature of the Amendment (Attachment C).

ISSUE

This Board item presents proposed amendments and changes to the Measure R Ordinance (the Ordinance) to allow transfers between the highway and transit subfunds, and adds a project requested by a subregion. Board approval of this item will allow the amendment language to be presented at a public hearing, noticed to the required governing bodies, and reviewed by the Measure R Oversight Committee, which are steps required under the Ordinance prior to Board adoption of the amendment. The Public Utilities Code also requires that Metro adopt a resolution notifying the state legislature of the amendment.

BACKGROUND

The Ordinance identifies the allowable uses for the 0.5% countywide sales tax that funds Metro capital projects and transit operations. The Ordinance created both transit and highway capital subfunds that receive a percentage of the Measure R sales tax revenue and fund the capital projects listed on the Expenditure Plan (Attachment A of the Ordinance).

The Measure R Ordinance can be amended upon two-thirds vote of the Board. However, any amendment to provide for a transfer of moneys between the highway and transit subfunds can only occur every ten years, beginning 2020.

In anticipation of the first allowable transfer amendment, staff notified the Board in November 2019 and began a process to inform and reach out to stakeholders including Metro staff, Board staff, subregional councils, Policy Advisory Council, and the public at-large.

Staff distributed an information letter to all known interested parties in February 2020 that described when a transfer might be considered and included draft amendment language, and through April 2020 has responded to all questions received and to requests to attend subregional council meetings.

DISCUSSION

The South Bay subregion has submitted the only actionable requests for the amendment. South Bay has asked that the remaining Measure R funding allocated to the South Bay Highway Program is reduced and transferred for a new transit program, and that the Ordinance allow for future transfers through 2030 without the need of a subsequent amendment. No other requested amendments or changes were offered.

The amount of the transfer differs from the amount initially requested by South Bay. The subregion's governing body, the South Bay Cities Council of Governments (SBCCOG) originally approved a request of \$560,000,000 in November 2019 to transfer from highways to transit. SBCCOG staff subsequently requested this amount be reduced to \$400,000,000 to provide for additional highway projects, and account for amounts already expended, programmed by the Metro Board, or contractually committed.

The following proposed changes to the Ordinance are therefore included. It would add a new Section 18 to the Ordinance. In addition, a mark-up of the affected sections of the Expenditure Plan is included as Attachment A.

Section 18.0 TRANSFERRING NET REVENUES BETWEEN SUBFUNDS

- a. Net Revenues not to exceed \$400,000,000 shall be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for use on eligible Transit Capital Projects within the South Bay subregion. The amount of Net Revenues for the "Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)" project on line 33 in Attachment A is reduced from \$906,000,000 to \$506,000,000. The "South Bay Transit Investments" project is added to the Transit Capital Projects as shown in Amended Attachment A.*
- b. Any surplus Net Revenues under Section 7(d)(4) may be transferred from the Transit Capital Subfund to the Highway Capital Subfund no later than January 2030 for one or more Highway Projects within the same subregion as the completed Transit Project.*
- c. Any surplus Net Revenues under Section 7(e)(4) may be transferred from the Highway Capital Subfund to the Transit Capital Subfund no later than January 2030 for one or more Transit Projects within the same subregion as the completed Highway Project.*

Impact to South Bay Highway Program

The South Bay Highway Program has existed since the passage of Measure R in 2008, and the Metro Board has programmed \$238,207,000 to the South Bay subregion through January 2020 for eligible highway projects. The SBCCOG approved an additional request in March 2020 for \$230,835,278 of expenditures. Much of the previously programmed, expended, and newly requested funds are for planning and design, and do not include construction. The table included as Attachment B lists those South Bay Highway Program projects that will require future construction funding. Total construction costs for these projects are estimated at \$ 412,700,000. A 15% contingency would add another \$61,905,000. The transfer of \$400,000,000 from the South Bay Highway Program to a new transit program will eliminate construction funding for the previously-approved highway projects that have or will have completed pre-construction work. If the construction of these highway projects is ultimately pursued when funding is obtained, it may require that environmental and or design work is redone given the time lapsed.

The South Bay COG's position regarding the Measure R Transfer impact on the South Bay Highway Program is predicated on the fact that when Measure R SBHP was first created, it funded early phases (such as environmental and design phases) of Caltrans projects to strategically position them for outside funding for right-of-way and construction. The COG's position on the Measure R Transfer does not preclude Caltrans from seeking SBHP/MSP funding for those later phases but does not guarantee any funding support past PSE. The SBCCOG will work alongside Caltrans to secure those additional funds and help lobby Sacramento legislators.

The South Bay subregion also receives funding from the Measure M "Highway Operational Improvements" multi-year subregional program and this could potentially be used to pay for the Measure R unfunded construction projects. This multi-year subregional program will provide about \$13,000,000 of new funding for FY 2024. Funding in FY 2025 for the multi-year subregional program is expected to decline as the growth rate is tied to Metro's financial forecast, which will be lowered due to the current decrease in sales tax revenue caused by the global pandemic. In comparison, the construction need is \$412,700,000 (excluding contingency) for the Measure R South Bay Highway Program and an additional \$120,000,000 for new highway projects added to the multi-year subregional program by SBCCOG.

Potential Future Amendments

Other potential amendments were considered, including those for the transfer of highway and transit Contingency to address future debt service, and for the use of surplus on Measure R projects that have yet to complete construction. Staff recommends that these potential transfers are deferred until after 2030 when the sales tax is nearer to its sunset and after projects are fully closed-out.

FINANCIAL IMPACT

This is an informational item and does not have a direct financial impact.

Impact to Budget

There is no direct impact to the FY20 budget.

Multi-Year Impact

This item may result in a more rapid expenditure of Measure R funds. The balance of Measure R South Bay Highway Program funds that are subject to the transfer did not have identified uses; however, the subregion has identified transit uses for much of the amount and this may result in more Measure R debt financing.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item helps ensure fiscal responsibility in how funding determinations are made and transparency in the agency's investment decisions (Goal #5).

NEXT STEPS

Should the Board approve the transfer amendment language, staff will initiate public and local government notice, schedule a public meeting and review by the Proposition R Independent Taxpayers Oversight Committee of Metro in September 2020.

Metro staff will develop guidelines for the use of the newly-created Measure R transit program that include eligibility criteria consistent with the Ordinance and existing Board policy, and determination of funding amounts.

The proposed amendment language would change the amount of funding for projects on the Expenditure Plan. Per Public Utilities Code Section 130350.5(k), this requires notification to the state legislature, no later than 365 days prior to the adoption of the amendment. Pursuant to the Code, the notification shall be in the form of a resolution adopted by the Metro Board. The resolution is included as Attachment C.

Upon completion of the 365-day notice period, Metro staff will schedule a formal amendment of the Ordinance for Board adoption, expected in July 2021. The amendment will require 2/3 Board approval.

ATTACHMENTS

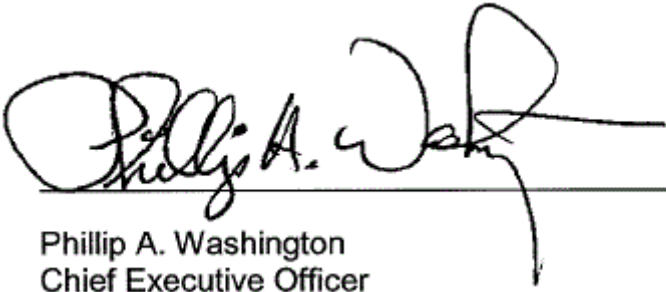
Attachment A - Expenditure Plan Mark-Up

Attachment B - South Bay Highway Program Unfunded Construction Projects

Attachment C - Resolution Notifying the State Legislature of the Amendment

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



Phillip A. Washington
Chief Executive Officer

**Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan
30 Years, Fiscal Year (FY) 2010 - 2039**

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021
(\$ in millions)

for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion	
				Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)			
1		Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.										
2			Escalated \$									
3		Eastside Light Rail Access (Gold Line)	\$ 30	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -	FY 2010	FY 2013	
4		Exposition Boulevard Light Rail Transit	\$ 1,632 ^a	\$ 925	\$ -	\$ 925	\$ -	\$ 353	\$ 354	FY 2010-12	FY 2013-15	
5		Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses)	\$ 150	\$ 150	\$ -	\$ 150	\$ -	\$ -	\$ -	FY 2010	FY 2039	
6		Regional Connector (links local rail lines)	\$ 1,320	\$ 160	\$ -	\$ 160	\$ 708	\$ 186	\$ 266 ^b	FY 2014-16	FY 2023-25	
7			Current 2008 \$									
8	Transit Capital Projects	Crenshaw Transit Corridor - project acceleration	\$ 1,470	\$ 235.5	\$ 971.5	\$ 1,207	To be determined	\$ 263 ^c		FY 2010-12	FY 2016-18	
9		Gold Line Eastside Extension	\$ 1,310	\$ -	\$ 1,271	\$ 1,271		\$ 39		FY 2022-24	FY 2033-35	
10		Gold Line Foothill Light Rail Transit Extension	\$ 758	\$ 735	\$ -	\$ 735		\$ 23		FY 2010-12	FY 2015-17	
11		Green Line Extension to Los Angeles International Airport	\$ 200	\$ -	\$ 200	\$ 200		TBD ^d		FY 2010-12	FY 2015-28 ^d	
12		Green Line Extension: Redondo Beach Station to South Bay Corridor	\$ 280	\$ -	\$ 272	\$ 272		\$ 8		FY 2028-30	FY 2033-35	
13		San Fernando Valley I-405 Corridor Connection (match to total project cost)	TBD	\$ -	\$ 1,000	\$ 1,000		\$ 31		FY 2030-32	FY 2038-39	
14		San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration	\$ 188	\$ 32 ^e	\$ 150	\$ 182		\$ 6		FY 2010-12	FY 2014-16	
15		San Fernando Valley East North-South Rapidways - project acceleration	\$ 70	\$ 68.5 ^e	\$ -	\$ 68.5		\$ 2		FY 2013-15	FY 2016-18	
16		West Santa Ana Branch Corridor (match to total project cost)	TBD	\$ -	\$ 240	\$ 240		\$ 7		FY 2015-17*	FY 2025-27*	
17		Westside Subway Extension - to be opened in segments	\$ 4,200 ^f	\$ 900	\$ 3,174	\$ 4,074		\$ 126		FY 2013-15	FY 2034-36	
17a	<u>South Bay Transit Investments</u>	\$ 500 \$ 400	\$ -	\$ -	\$ 500 \$ 400	\$ -	\$ -	\$ -	As funds become available			
18		Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction	\$ 7,331	\$ 173	\$ 3,103	\$ 3,276	\$ 2,200	\$ 1,015	\$ 840 ^g	FY 2010	FY 2039	
19		Total New Rail and/or Bus Rapid Transit Capital Projects	\$ 18,939 \$ 19,439 <u>\$ 19,339</u> ^h	\$ 3,408.5	\$ 10,381.5	\$ 13,790 \$ 14,290 <u>\$ 14,190</u>	\$ 2,908	\$ 1,554	\$ 1,965	FY 2010	FY 2039	

**Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan
30 Years, Fiscal Year (FY) 2010 - 2039**

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021
(\$ in millions)

for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion
				Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)		
20	Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls										
21			Escalated \$								
22		Alameda Corridor East Grade Separations Phase II	\$ 1,123	\$ 200	\$ 200	\$ 400	\$ 200	\$ 336	\$ 187 ⁱ	As funds become available	
23		BNSF Grade Separations in Gateway Cities	\$ 35	\$ -	\$ 35	\$ 35	\$ -	\$ -	\$ -	As funds become available	
24		Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)	\$ 250	\$ 250	\$ -	\$ 250	\$ -	\$ -	\$ -	FY 2010	FY 2039
25		High Desert Corridor (environmental)	\$ 33	\$ -	\$ 33	\$ 33	\$ -	\$ -	\$ -	As funds become available	
26		Interstate 5 / St. Route 14 Capacity Enhancement	\$ 161	\$ 90.8	\$ -	90.8	\$ 15	\$ 41	\$ 14 ^j	FY 2010	FY 2013-15
27		Interstate 5 Capacity Enhancement from I-605 to Orange County Line	\$ 1,240	\$ 264.8	\$ -	\$ 264.8	\$ 78	\$ 834	\$ 63 ^j	FY 2010	FY 2016-17
28		I-5 Capacity Enhancement from SR-134 to SR-170	\$ 610	\$ 271.5	\$ -	\$ 271.5	\$ 50	\$ 264	\$ 24 ^j	FY 2010	FY 2013
29		I-5 Carmenita Road Interchange Improvement	\$ 389	\$ 138	\$ -	\$ 138	\$ 97	\$ 154	\$ - ^j	FY 2010	FY 2015
30			Current 2008 \$								
31	Highway Capital Projects	Highway Operational Improvements in Arroyo Verdugo subregion	\$ 170	\$ -	\$ 170	\$ 170	To be determined			As funds become available	
32		Highway Operational Improvements in Las Virgenes/Malibu subregion	\$ 175	\$ -	\$ 175	\$ 175					
33		Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	\$ 906	\$ -	\$ 906 \$ 406 \$ 506	\$ 906 \$ 406 \$ 506					
34		Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	\$ 2,800	\$ -	\$ 410	\$ 410					
35		Interstate 605 Corridor "Hot Spot" Interchanges	\$ 2,410	\$ -	\$ 590	\$ 590					
36		Interstate 710 North Gap Closure (tunnel)	\$ 3,730	\$ -	\$ 780	\$ 780					
37		Interstate 710 South and/or Early Action Projects	\$ 5,460	\$ -	\$ 590	\$ 590					
38		State Route 138 Capacity Enhancements	\$ 270	\$ -	\$ 200	\$ 200					
39		Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction	\$ 2,575	\$ -	\$ 2,575.9	\$ 2,576					
40			Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls	\$ 22,337	\$ 1,215.1	\$ 6,664.9 \$ 6,164.9 \$ 6,264.9					

**Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan
30 Years, Fiscal Year (FY) 2010 - 2039**

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 and Amended _____, 2021
(\$ in millions)

for reference only - not priority order	Subfund	Operating and Capital Programs	Percent of New Sales Tax Net Revenues	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion												
				Minimum	Additional	Total Escalated	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)														
41	Ops	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ -	\$ 7,880	\$ 7,880 k	Not Applicable		FY 2010	FY 2039													
42	Ops	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ -	\$ 1,970	\$ 1,970 k					Not Applicable		FY 2010	FY 2039									
43	Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.	15% ^l	\$ 250	\$ 5,660	\$ 5,910 k									Not Applicable		FY 2010	FY 2039					
44	Tran. Cap.	Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars	2%	\$ -	\$ 788	\$ 788 k													Not Applicable		FY 2010	FY 2039	
45	Tran. Cap.	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 70	\$ 1,112	\$ 1,182 k																	Not Applicable
46		Subtotal Transit and Highway Capital Projects	\$ 41,276^m	\$ 4,623.6	\$ 17,046	\$ 21,670	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010													
47		Subtotal page 4		\$ 320.0	\$ 17,410	\$ 17,730	Not Applicable																
48		1.5% for Administration	N/A	\$ 10	\$ 590	\$ 600	Not Applicable			FY 2010	FY 2039												
49		Total		\$ 4,953.6	\$ 35,046	\$ 40,000	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010	FY 2039												

Notes:

- The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds (\$250 M), State Transportation Improvement Program funds (\$103 M), Metro Propositions A and C funds (\$354 M).
- Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.
- Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution (\$44 M) and a Metro Long Range Transportation Plan contribution (\$219 M).
- Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw project.
- The San Fernando Valley North-South Rapidways minimum of \$100 M is divided between the East and Canoga segments.
- Unescalated cost estimate to Westwood.
- Assumes a 3% local contribution to the Escalation Allowance (\$225 M) and a Metro Long Range Transportation Plan contribution for project scheduling risk (\$615 M).
- Total new rail and/or bus rapid transit capital projects cost estimate subject to change when cost estimates are developed for the San Fernando Valley I-405 Corridor Connection (line 13) and the West Santa Ana Branch Corridor (line 16).
- The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.
- For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).
- Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.
- Local Return to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis per annual California Department of Finance population data.
- The total project cost estimate for the transit and highway capital projects of \$41.2 B includes \$12.9 B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects.

Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR = State Route; I = Interstate

* The West Santa Ana Branch matching funds would be accelerated by utilizing Long Range Transportation Plan resources freed-up by the use of new sales tax funds on the Interstate 5 Capacity Enhancement from I-605 to Orange County Line project (line 27).

Measure R South Bay Highway Program
(Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay))
Unfunded Construction Projects
(\$ in thousands)

Lead Agency	Project Description	Amount Programmed (incl. Jun '20)	Estimated Construction Cost
Carson/Metro	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.	\$ 150	\$ 400
El Segundo	Park Place Roadway Extension and Railroad Grade Separation Project	\$ 5,350	\$ 51,500
Hawthorne	El Segundo Blvd Improvements Project Phase II	\$ 600	\$ 1,400
Hawthorne	120th St Improvements -- Crenshaw Blvd to Felton Ave	\$ 600	\$ 1,400
LA City	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd	\$ 2,875	\$ 15,000
LA City	Alameda St. (East) Widening Project	\$ 3,580	\$ 10,000
Metro	I-405 Improvements from I-105 to Artesia Blvd	\$ 17,381	\$ 120,000
Metro	I-405 Improvements from I-110 to Wilmington	\$ 17,400	\$ 120,000
Metro	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)	\$ 14,000	\$ 80,000
Torrance	PCH at Crenshaw Blvd Intersection Imp	\$ 500	\$ 13,000
Total		\$ 62,286	\$ 412,700
	<i>15% Construction Capital Contingency</i>		\$ 61,905

ATTACHMENT C

A RESOLUTION OF THE BOARD OF DIRECTORS
OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
PROVIDING NOTICE OF PROPOSED AMENDMENTS TO THE MEASURE R SALES TAX
ORDINANCE (#08-01) EXPENDITURE PLAN

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors adopted Ordinance #08-01 on July 24, 2008 that imposes a 0.5 percent transaction and use tax applicable in the county, pursuant to California Public Utilities Code 130350.5; and,

WHEREAS, Ordinance #08-01 includes an expenditure plan identifying the projects and programs to be funded by Measure R sales tax revenues and the schedule during which Metro anticipates such revenues will be available for each project and program; and,

WHEREAS, Public Utilities Code section 130350.5(k) specifies that no later than 365 days prior to the adoption of an amendment to the Measure R expenditure plan the Board shall notify the Members of the Legislature representing the County of Los Angeles of all of the following:

- (1) A description of the proposed amendments to the expenditure plan that would do any of the following:
 - (A) Affect the amount of Measure R net revenues that is proposed to be expended on a capital project or projects identified in the expenditure plan.
 - (B) Delay the schedule for the availability of funds proposed to be expended on a capital project or projects identified in the expenditure plan.
 - (C) Delay the schedule for the estimated or expected completion date of a capital project or projects identified in the expenditure plan.
- (2) The reason for the proposed amendment.
- (3) The estimated impact the proposed amendment will have on the schedule, cost, scope, or timely availability of funding for the capital project or projects contained in the expenditure plan.

WHEREAS, section 130350.5(l) specifies that the notification required pursuant to subdivision (k) shall be achieved by resolution adopted by the Metro Board; and,

WHEREAS, this Resolution provides notice to the Members of the Legislature representing the County of Los Angeles of the proposed amendments to the Measure R expenditure plan.

ATTACHMENT C

NOW, THEREFORE, THE BOARD OF DIRECTORS OF METRO DOES RESOLVE AS FOLLOWS:

SECTION 1. At a meeting on June 25, 2020, the Metro Board considered proposed language that amends the Measure R expenditure plan and affects the amount of net revenues to be expended by reducing the amount on an existing capital project listed on the expenditure plan and increasing funding for a newly created capital project.

SECTION 2. No sooner than 365 days after providing the statutorily required notice to Members of the Legislature, the Metro Board intends to adopt the proposed amendments to the Measure R expenditure plan described in the Metro Board report #2020-0334, attached hereto as Attachment A.

SECTION 2. The information provided to Members of the Legislature pursuant to section 130350.5(k) is included in Attachment A.

SECTION 3. This resolution shall be mailed to each of the Members of the Legislature representing the County of Los Angeles.

I certify that the foregoing Resolution was adopted by a majority vote of all members of the Los Angeles County Metropolitan Transportation Authority Board of Directors, at its meeting held on the 25th day of June, 2020.

MICHELE JACKSON
Metro Board Secretary



Board Report

File #: 2020-0412, File Type: Motion / Motion Response

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE

JUNE 17, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JUNE 18, 2020

Motion by:

DIRECTORS BUTTS, BONIN, GARCIA, GARCETTI, and FASANA

Modernizing the Metro Highway Program

On January 13, 2020, Chair Butts appointed a subcommittee of board staff to reconcile conflicting interpretations of policy direction with regard to the Metro Highway Department. His direction to the subcommittee was to “chart a roadmap toward a more future-oriented highway program that reflects the Board’s strategic priorities of efficiency (defined multimodally), safety, equity, and sustainability.” The scope of the subcommittee’s work included reviewing and recommending changes to relevant guidelines, policies, and procedures related to project scoping, prioritization, funding/eligibility, and stakeholder engagement.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation.

A key policy goal, especially in light of the Covid 19 Pandemic crisis, should aim to reduce vehicle miles travelled by expanding the traditional definition of Metro’s highway program including geometric changes, infrastructure and technologies in public rights of way that support transit, ridesharing and working from home.

In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a “bottom up” planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro’s role as a planner and funder, as well as a leader. These functions are traditionally

associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

On May 21, 2020, the subcommittee transmitted their final report to the Board Chair for review and consideration by the Board. The report outlines recommended actions that Metro should take to modernize the Highway Program, including broadening its mission, expanding funding eligibility, recommitting to the previously adopted Metro Complete Streets Policy, and updating performance metrics. The report is attached to this motion and is incorporated by reference.

SUBJECT: MODERNIZING THE METRO HIGHWAY PROGRAM

RECOMMENDATION

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

- A. Circulate the recommendations in this report for stakeholder input, including the Policy Advisory Council (PAC), the Technical Advisory Committee (TAC), and Councils of Governments (COGs).
- B. Initiate amendment processes for the Measure R Highway Program Eligibility Criteria and the Measure M Guidelines to clarify eligibility for transit, active transportation, and complete streets improvements, as described in Attachments A and B, and gather stakeholder input on proposed amendments concurrent with A, above; and
- C. Report back to the Planning & Programming Committee in 90 days with a summary of stakeholder input, Metro staff responses to recommendations, and proposed criteria/guideline amendments for the Board's consideration.

ATTACHMENTS

Attachment A - Recommended Improvements to Metro Highway Program

May 21, 2020

TO: James T. Butts, Metro Board Chair
FROM: Metro Board Staff Highway Subcommittee
SUBJECT: Recommended Improvements to Metro Highway Program

ISSUE

In February 2020, Metro Board Chair James Butts created a subcommittee to address various concerns related to the Metro Highway Program raised by board members, cities, councils of governments, and other stakeholders. The subcommittee reviewed relevant plans and policy documents, consulted with Metro staff, and developed recommendations regarding funding guidelines, project eligibility, complete streets, stakeholder involvement, future planning needs, and technical assistance for local jurisdictions. These recommendations are provided herein for the Board's consideration.

BACKGROUND

In 2008 and 2016, Los Angeles County voters supported multimodal funding measures to improve mobility and ease congestion by providing new transportation options. Both measures included major transit and highway capital projects, as well as funding programs for subregional projects. The measures were specific with respect to some improvements (e.g. "SR-57/SR-60 Interchange Improvements") while others were described in more general terms (e.g. "South Bay Highway Operational Improvements"). During the implementation of Measure M subregional programs, several cities and subregional councils of governments have raised the need for consistent policies relating to funding multimodal projects within the highway program. Metro Board Chair James Butts appointed a subcommittee of board staff in February 2020 to provide recommendations for updating the Metro Highway Program. The Chairman's charter was to:

"Chart a roadmap toward a more future-oriented highway program that reflects the Board's strategic priorities of efficiency (defined multimodally), safety, equity and sustainability."

The subcommittee met twice to discuss issues with current Highway Program policies and procedures. A third meeting was canceled in response to COVID-19. Additionally, subcommittee members reviewed dozens of relevant documents, as described in Attachment C.

DISCUSSION

Metro is the primary agency responsible for the planning, funding, constructing, operating, and maintaining Los Angeles County's transportation system. In partnership with Caltrans, the Metro Highway Program works to plan, fund, and provide technical/professional services and construction management/support for major highway capital projects. Since the passage of Measures R and M, the Highway Program has also had responsibility for administering subregional highway programs, in partnership with councils of governments.

In October 2014, the Metro Board adopted the Complete Streets Policy, marking a shift in philosophy from traditional highway capacity projects toward comprehensive, multimodal planning and implementation. In 2016, Measure M continued this trajectory by diversifying the types of projects and programs included in the expenditure plan, incorporating stakeholder input via a "bottom up" planning process, and giving subregions a more direct role in setting funding priorities on an ongoing basis. This decentralization of highway planning and the increasing prevalence of projects on city streets makes it timely to assess the structure, policies, and procedures of the Metro Highway Program to identify opportunities for increased alignment with current board policies, funding priorities, and street design best practices.

The subcommittee focused its recommendations on how the Metro Highway Program can better fulfill Metro's role as a planner and funder, as well as a leader. These functions are traditionally associated with planning, rather than construction. The subcommittee expressed confidence in the Highway Program's capabilities for engineering and project delivery of freeway projects. These recommendations are intended to guide the development of highway improvements without altering the project lists approved by voters.

The subcommittee's recommendations are as follows:

Metro as Planner

Historically, streets have been designed and operated to emphasize movement of motorized vehicles rather than people. The emergence of active transportation and smaller, neighborhood-scale vehicles has broadened the planning objectives for highway and street improvements in response to 21st Century mobility and sustainability objectives. As the primary transportation planning agency in Los Angeles County, Metro's role is to envision how streets and freeways should function as multimodal public facilities in the coming decades to meet the region's mobility needs and support a safe, sustainable, and equitable transportation future, and then work with stakeholders and implementing public and private-sector partners to translate that vision into projects. The Complete Streets Policy recognizes these many uses of the public right-of-way and establishes procedures to ensure their adequate consideration in project development, subject to applicable exceptions. Metro should ensure the agency's multimodal vision for balancing the modal uses of public rights-of-way is integrated into each and every plan, policy, and/or project, regardless of which functional unit is leading the work.

Metro should:

1. Incorporate staff with multimodal planning expertise in all project development teams to identify opportunities and challenges early and evaluate potential solutions before options are precluded by budget and right-of-way constraints.
2. Ensure that all Metro-led highway planning processes include a multimodal stakeholder participation process that includes review of staff drafts prior to consideration by the Metro Board using existing Metro and/or COG stakeholder advisory committees or a new study-specific committee, as warranted.
3. Include analysis of greenhouse gas emissions resulting from Metro-funded highway projects in forthcoming Metro sustainability and climate action plans, including *Moving Beyond Sustainability/Sustainability Plan 2020*.
4. Incorporate multimodal recommendations in Metro's upcoming Joint Systemwide Strategic Highway Plan, the Goods Movement Strategic Plan, and any other relevant ongoing strategic planning activities.
5. Include technology, policy, and land use strategies to promote sustainable distribution and neighborhood delivery in the Goods Movement Strategic Plan and/or the I-710 Clean Truck Element.
6. Coordinate implementation of the Countywide Strategic Truck Network and Active Transportation Strategic Plan to ensure a balanced highway/arterial/street network that safely serves pedestrians, bicycles, slow-speed vehicles, buses, rail alignments, automobiles, and goods movement vehicles.

7. Incorporate Transportation Demand Management (TDM) tools and projects as components of Metro's mobility and sustainability strategies, with particular emphasis on those that reduce Vehicle Miles Traveled (VMT).

Metro as Funder

Metro administers over two-thirds of transportation funding in Los Angeles County, both as the direct recipient of four half-cent sales taxes and the programming agent for multiple state and federal funding sources. Metro should ensure that funding decisions and guidelines are aligned with its multimodal vision.

Metro should:

1. Expand funding eligibility for transit and active transportation projects by clarifying that all multimodal project elements within a street right-of-way are eligible for highway funding programs in all applicable guidelines, including Measure R Highway Program Criteria and Measure M Guidelines. (See Attachments A and B.)
2. Clarify funding eligibility for projects and technologies that support the implementation of TDM strategies in applicable programs.
3. Ensure that project and program objectives and performance criteria are defined multimodally and equitably (e.g. using person throughput instead of vehicle throughput; safety of vulnerable road users; reduction of VMT).
4. Replace the use of Level of Service (LOS) with VMT reduction as a criterion in all funding decisions. Coordinate with Caltrans to ensure that Metro's application of VMT performance criteria is consistent with Caltrans.
5. Ensure that all discretionary funding programs, including Multiyear Subregional Programs, conform to Metro's Complete Streets Policy, which requires all funding recipients to have locally adopted complete streets policies. Provide additional technical assistance to local jurisdictions to support compliance, if needed.
6. Require the use of a complete streets checklist for all Metro-funded projects, consistent with Metro's Complete Streets Policy.
7. Establish aggregate countywide VMT reduction objectives consistent with statewide regional greenhouse gas emissions targets and ensure funding decisions support the attainment of countywide targets.

Metro as Leader

In addition to its statutory authority, Metro is a leader in the transportation sector that other agencies across the nation look to for guidance and best practices. Metro also partners with other agencies at all levels of government and holds considerable influence in these relationships. Metro should promote best practices in highway planning to achieve its vision, and seek to shape guidance from state and federal partners to promote multimodal planning.

Metro should:

1. Develop comprehensive performance evaluation methods for arterial streets, including mobility, safety, health/sustainability, and equity, and assist local governments with data collection.
2. Engage with Caltrans in the development of SB743 guidelines to responsibly transition highway planning from LOS to VMT to advance the goals outlined in this memo.
3. Research and promote best practices for emerging/increasing uses of arterial streets, including first/last mile delivery, curb management, bus transit priority, micromobility, and active transportation, including TDM best practices to support emerging modes and/or trip reduction.
4. Offer technical assistance to local jurisdictions on incorporating emerging highway/arterial and TDM best practices into their General Plan Circulation Element.
5. Maintain the confidence of Los Angeles County voters by continuing to advance projects and programs included in the Measure R and Measure M expenditure plans.

FINANCIAL IMPACT

This action has no immediate financial impact. Any future changes to project scopes or budgets will be subject to Metro's cost containment policies.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended changes to the Metro Highway Program support the following Strategic Plan goals:

Goal 1: *Providing high quality mobility options that enable people to spend less time traveling*

The Highway Program will support all modes that travel on the State conventional highways and major and minor arterials, provide safer and more convenient travel options, and reduce demand for vehicular travel on congested streets and highways.

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

The Highway Program will plan for the safety, comfort, and conveniences of all road users.

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

The Highway Program will invest in projects that support the mobility needs of diverse communities, including those who experience barriers to accessing private vehicles.

Goal 4: Transform LA County through regional collaboration and national leadership

The Highway Program will promote best practices in multimodal planning, stakeholder engagement, and street design amongst local, state, and federal partner agencies.

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

The Highway Program will make decisions transparently and in consultation with diverse stakeholders, including local agencies and community members.

ALTERNATIVES CONSIDERED

The Board could choose not to endorse these recommendations and not to make revisions to Measure R and Measure M guidelines. This is not recommended because it would leave current conflicts over highway project eligibility and policy direction unresolved.

NEXT STEPS

These recommendations touch a wide range of staff work. In the coming weeks and months, Metro staff will need to review their roles, responsibilities, existing work plans, and scopes for plans that are underway to ensure that these recommendations are incorporated. Additionally, staff will need to revisit prior commitments, such as the Complete Streets Policy's implementation section, to set new timelines for deliverables that have not been completed on schedule. Metro staff should report back to the Board in 90 days.

ATTACHMENTS

Attachment A – Recommended Revisions to Measure R Highway Program Criteria

Attachment B – Recommended Revisions to Measure M Guidelines

Attachment C – Literature Review

ATTACHMENT A

RECOMMENDED REVISIONS TO MEASURE R HIGHWAY PROGRAM CRITERIA

The following shall replace Measure R Highway Program eligibility criteria in their entirety:

Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve multimodal efficiency, safety, equity, and sustainability along an existing State Highway corridor by reducing congestion and operational deficiencies that do not significantly expand the motor vehicle capacity of the system, or by incorporating complete streets infrastructure into the corridor, in accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements.

Examples of eligible improvement projects include:

- interchange modifications;
- ramp modifications;
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- intersection and street widening
- traffic signal upgrade/timing/synchronization, including all supporting infrastructure;
- traffic surveillance;
- channelization;
- Park and Ride facilities;
- turnouts;
- shoulder widening/improvement;
- safety improvements;
- on-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements;
- Class I, II, III, or IV bikeways;
- sidewalk improvements, including but not limited to widening, shade trees, and curb ramps;
- pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks;

- transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies.

Up to 20% of a subregion's Operational Improvement dollars may be used for soundwalls. Landscaping installed as a component of an operational improvement must be limited to no more than 20% of a project's budget. State of good repair, maintenance and/or stand-alone beautification projects are not eligible. Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

ATTACHMENT B

RECOMMENDED REVISIONS TO MEASURE M GUIDELINES, SECTION X MULTI-YEAR PROGRAMS (HIGHWAY SUBFUNDS)

The following shall replace subsection 'A. "Highway Efficiency and Operational Improvements" definition:' in its entirety.

Highway Efficiency and Operational Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, travel times; and reduce recurring congestion, high-frequency traffic incident locations, and operational deficiencies on State Highways. Similarly, improvements which achieve these same objectives are eligible on major/minor arterials or key collector roadways. Highway subfunds are eligible for pre-construction and construction related project phases as referenced in Sections IX and X and are subject to eligibility criteria and phasing thresholds that will be developed within 6 months as part of the applicable administrative procedures. In accordance with the Board-adopted policies set forth in Metro's Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds. Other projects could be considered on a case-by-case basis as long as a nexus to Highway Efficiency and Operational Improvements can be shown, such as a measurable reduction in Vehicle Miles Traveled.

Examples of Eligible Projects:

- System and local interchange modifications
- Ramp modifications/improvements
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Alignment/geometric design improvements
- Left-turn or right-turn lanes on state highways or arterials
- Intersection and street widening/improvements
- New traffic signals and upgrades to existing signals, including left turn phasing, signal synchronization, and all supporting infrastructure
- Turnouts for safety purposes
- Shoulder widening/improvements for enhanced operation of the roadway
- Safety improvements
- Freeway bypass/freeway to freeway connections providing traffic detours in case of incidents, shutdowns or emergency evacuations
- ExpressLanes
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps

- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a public right-of-way that supports the implementation of TDM strategies

The following shall replace subsection ‘C. “Multi-Modal Connectivity” definition:’ in its entirety.

“Multi-Modal Connectivity” definition:

Multi-modal connectivity projects include those projects, which upon implementation, would improve regional mobility and network performance; provide network connections; reduce congestion, queuing or user conflicts; enhance multimodal efficiency, safety, equity, and sustainability; encourage ridesharing; and reduce vehicle miles traveled. Project should encourage and provide multi-modal access based on existing demand and/or planned need and observed safety incidents or conflicts. Subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. State of good repair, maintenance and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Transportation Center expansions
- Park and Ride expansions
- Multi-modal access improvements
- New mode and access accommodations
- First/last mile infrastructure

The following shall replace subsection ‘D. “Freeway Interchange Improvement” definition:’ in its entirety.

“Freeway Interchange Improvements” definition:

Freeway Interchange Improvements includes those projects, which upon implementation, would improve regional mobility and system performance; enhance safety by reducing conflicts; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies on State Highways. Similarly, improvements on major/minor arterials or key collector roadways which achieve these same objectives are also eligible under this category. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. In accordance with the Board-adopted policies set forth in Metro’s Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete

streets projects and project elements are eligible for highway subfunds. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

The following shall replace subsection 'E. "Arterial Street Improvements" definition:' in its entirety.

“Arterial Street Improvements” definition:

Arterial Street improvements include those projects, which upon implementation would improve regional mobility and system performance; enhance multimodal efficiency, safety, equity, and sustainability; improve traffic flow, trip reliability, and travel times; and reduce recurring congestion and operational deficiencies. Projects must have a nexus to a principal arterial, minor arterial or key collector roadway. The context and function of the roadway should be considered (i.e., serves major activity center(s), accommodates trips entering/exiting the jurisdiction or subregion, serves intra-area travel) and adopted in the City’s general plan. In accordance with the Board-adopted policies set forth in Metro’s Complete Streets Policy, Active Transportation Strategic Plan, and First/Last Mile Strategic Plan, complete streets projects and project elements are eligible for highway subfunds. Highway subfunds are eligible for pre-construction and construction related work phases of projects with the restrictions outlined under “Pre-Construction Activities” title under Readiness in Section IX. State of good repair, maintenance improvements and/or stand-alone beautification projects are not eligible for Highway subfunds.

Examples of Eligible Projects:

- Intersection or street widening
- Two-way left-turn or right turn lanes
- New traffic signals and upgrades to existing signals, including left turn phasing
- Sight distance corrections/improve alignment
- Turnouts
- Safety improvements
- On-street bus priority infrastructure, including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements
- Class I, II, III, or IV bikeways
- Sidewalk improvements, including but not limited to widening, shade trees, and curb ramps
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks
- Transportation infrastructure in a street right-of-way that supports the implementation of TDM strategies

ATTACHMENT C

LITERATURE REVIEW

The subcommittee members reviewed precedential documents to establish a baseline understanding of current highway-related policies and practices. Reviewed documents include the following board-approved policies, program guidelines, board actions, administrative procedures, and relevant highway studies (in chronological order):

- Board motion on Status Report on Financial Forecast to Deliver Twenty-Eight by '28 (February 2019)
- Metro's "Vision 2028 Plan" (June 2018)
- City College of New York's Complete Streets Considerations for Freight and Emergency Vehicle Operations (May 2018)
- Board-adopted Measure M Master Guidelines including Substitute Motion (June 2017)
- Measure M Ordinance (June 2016)
- Los Angeles County Strategic Goods Movement Arterial Plan (CSTAN) (May 2015)
- Subregional Mobility Matrices (April 2015)
- Board-adopted Complete Streets Policy (October 2014)
- Recommendations from the Reconvened Measure R Highway Advisory Committee (2014)
- Board-approval of the updated project list of the Measure R Highway Subregional Programs in six subregions (November 2013)
- Clarification Board Item on Project Eligibility for Measure R Highway Operational Improvements and Ramp Interchange Improvements (June 2012)
- Board-adopted 2009 Long Range Transportation Plan for Los Angeles County including Attachment D-1, Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements, of the Measure R Highway Program Funding Strategy (October 2009)
- 2009 Long Range Transportation Plan Update: Guiding Principles and Financial Assumptions (September 2009 Board Item)
- Measure R Ordinance (2008)
- Proposition C Ordinance (1990)
- "On the Road to the Year 2000 - Highway Plan for LA County" (1987)
- Proposition A Ordinance (1980)



Board Report

File #: 2020-0256, File Type: Contract

Agenda Number: 9.

FINANCE, BUDGET AND AUDIT COMMITTEE JUNE 17, 2020

SUBJECT: WORKERS' COMPENSATION MANAGED CARE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a four-year base term, with three, two-year options, incentive-based contract, Contract No. PS161339000, to Anthem Workers' Compensation, LLC to establish, maintain and provide a workers' compensation managed care service program, including access to the Anthem network, effective July 1, 2020.

ISSUE

The current workers' compensation Preferred Provider Organization (PPO) and Medical Provider Network (MPN) services contract with Anthem Workers' Compensation, LLC (AWC) will expire on July 31, 2020. To ensure workers' compensation claims are properly reviewed and to control costs of workers' compensation medical bills, a new contract is required effective July 1, 2020. The commencement of this new contract is aligned with the start date of Metro's new workers' compensation medical bill review contract to effectively administer workers' compensation claims.

DISCUSSION

PPO vendors give clients a network of contracted doctors, hospitals and other medical service providers at rates below California's approved fee schedules for their services. The highest quality PPO vendors have deeper discounts, broader networks and better-quality assurance by constantly reviewing their panel of physicians, and terminating contracts when physicians fail to meet specific clinical or legal criteria. PPO vendors have extensive networks (Southern California has tens of thousands of medical providers) with many medical specialties and locations represented, allowing a greater degree of access and penetration than smaller networks can provide. PPO vendors must also be able to support the creation of a customized MPN consistent with the regulations in the California Labor Code.

AWC has the most comprehensive Workers' Compensation PPO network in the industry. Due to their extensive network leasing arrangement with a variety of organizations, it provides the most geographic group network access, and can maximize PPO discounts and generate substantial savings typically below State Workers' Compensation fee schedules. Under the current contract, AWC generates for Metro, an average medical bill savings of 8%. In turn, Metro pays AWC a service

of 22% of total medical bill savings. AWC is proposing to continue to provide Metro workers compensation managed care services at a reduced service fee of 20% of medical bill savings.

In summary, Metro staff anticipates reducing Metro's workers' compensation medical bill charges by \$9.7 million over the life of this contract at an estimated cost of \$2 million. Also, under the new contract rate of 20%, Metro will save a projected \$177,000 over the life of the contract in comparison to the prior contract rate.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding for this action will largely come from the Enterprise Fund. These charges, along with other workers' compensation costs are allocated to the individual cost centers and projects based on where the injured employees are working at the time of their industrial injury. Most injured employee's costs arise out of bus and rail operations. The increased net savings from this action will reduce ongoing operating costs.

Funding for this action is not included in the FY20 budget given the contract starts in FY21. Since this is a multi-year contract, the Chief Risk, Safety and Asset Management Officer will be responsible to budget the cost in future years, including any options exercised. In FY20, an estimated \$200,000 will be expended on these services under the current contract with AWC.

Impact to Budget

Approval of this action has no impact on the FY20 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 5 "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's workers' compensation claims within the guidelines of California's regulatory requirements lowers Metro's medical expenditures.

ALTERNATIVES CONSIDERED

An alternative would be to issue a competitive solicitation to procure these services. This is not recommended because AWC has the most extensive and comprehensive network of primary care providers and specialists specifically qualified to treat occupational injuries and can offer savings much lower than State Workers' Compensation fee schedules. Further, AWC does not participate in competitive solicitations.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS161339000 with Anthem Workers' Compensation, LLC to establish, maintain and provide a workers' compensation managed care service program, including access to the Anthem network, effective July 1, 2020.

ATTACHMENTS

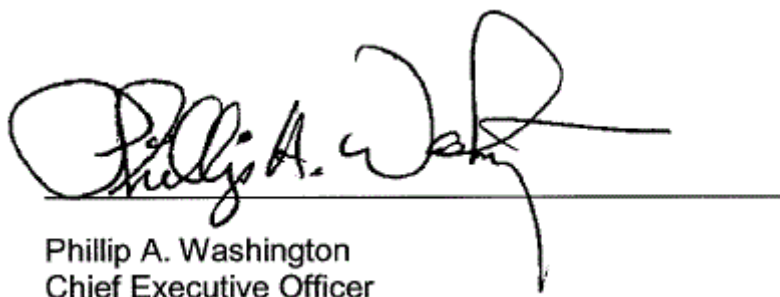
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Cathy Yates, Director, Workers' Compensation Claims Administration, (213) 922-4297

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

WORKERS' COMPENSATION MANAGED CARE
SERVICES/PS161339000

1.	Contract Number: PS161339000	
2.	Recommended Vendor: Anthem Workers Compensation, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: Pending	
	F. Conflict of Interest Form Submitted to Ethics: May 14, 2020	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Proposals Received: 1
6.	Contract Administrator: Marc Margoni	Telephone Number: (213) 922-1304
7.	Project Manager: Cathy Yates	Telephone Number: (213) 922-4297

A. Procurement Background

This Board Action is to approve Contract No. PS161339000 to Anthem Workers' Compensation, LLC (AWC) to provide workers' compensation managed care service in support of Metro's workers' compensation claims administration.

This is a single source, non-competitive, incentive-based procurement issued in accordance with Metro's Acquisition Policy and the contract type is incentive based.

In April 2010, Metro awarded a 10-year, inclusive of three, two-year options, non-competitive incentive-based contract to AWC (formerly Anthem Blue Cross) to provide Workers' Compensation Preferred Provider Organization (PPO) and Medical Provider Network (MPN) services. This contract will expire on July 31, 2020.

To effectively administer workers' compensation claims and medical costs, the continued services of a workers' compensation managed case service provider is required.

B. Evaluation of Proposals

The proposal submitted by Anthem Workers' Compensation, LLC was found to be compliant with Risk Management's technical specifications and requirements and offers higher potential savings not available through any other provider. AWC has the broadest coverage due to its extensive geographic group network access. It is also able to leverage its PPO network to maximize PPO discounts and offer savings to Metro that are typically lower than State Workers' Compensation fee schedules.

Anthem WC has been Metro's workers' compensation managed care provider since 2010 and their performance has been satisfactory.

C. Cost/Price Analysis

The recommended rate has been determined to be fair and reasonable based on price analysis and technical analysis. The proposed incentive fee of 20% of medical bill savings is 2% lower than the current contract rate.

Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
Anthem WC	20%	20%	20%

D. Background on Recommended Contractor

Anthem Workers' Compensation, LLC (AWC) is a wholly owned affiliate of Anthem, Inc. AWC is headquartered in Costa Mesa, CA with operations offices in Woodland Hills, Thousand Oaks, and San Diego. AWC is one of the industry's most comprehensive Workers' Compensation PPO network providing PPO network savings and accessibility. It is dedicated to the administration of workers' compensation care by providing access to appropriate and quality medical care to injured workers and giving self-insured employers, Third Party Administrators (TPAs) and insurance carriers the power to better manage their workers' compensation costs and benefits. AWC also provides a full range of consultative reporting solutions designed to keep clients ahead of fluctuating workers' compensation trends. Service areas include California, Colorado, Illinois, Indiana, Kentucky, Missouri, and Nevada. Major clients include The State Compensation Insurance Fund, Berkshire Hathaway, Liberty Mutual, Farmers Insurance, CIGA, Amtrust North America, Keenan & Associates, Insurance Company of the West, Guard Insurance, ESIS and Broadspire. AWC also provides network access service to the San Francisco Muni/MTA.

DEOD SUMMARY

WORKERS' COMPENSATION MANAGED CARE SERVICES/PS161339000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this single source, non-competitive, incentive-based procurement due to the lack of subcontracting opportunities. It is expected that Anthem Workers' Compensation, LLC will perform the services with its own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2020-0260, **File Type:** Program**Agenda Number:** 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 17, 2020****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 \$14.5 million for the 12-month period effective August 1, 2020 to August 1, 2021.

ISSUE

Metro's Public Entity excess liability insurance policies (which includes transit rail and bus operations) expire August 1, 2020. 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.

DISCUSSION

Our insurance broker, USI Insurance Services ("USI"), is responsible for marketing the excess liability insurance programs to qualified insurance carriers. Quotes are in the process of being received for our Public Entity program by our broker from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims.

Staff and USI developed a 2020-2021 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 maintain total limits of \$300 million while maintaining an \$8 million self-insured retention but were open to increasing our self-insured retention 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 in March, April, May and June of this year. Insurance executives both nationally and internationally articulated continuing increased underwriting discipline particularly for transportation risks. Insurers asked for detailed loss information on Metro risks 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.

Since Metro has a newer rail system, implemented industry leading safety enhancements before other transit agencies, and a robust claims management process, we benefit from favorable acceptance of our risk in the marketplace which differentiates us from other transit risk profiles. Last year, we obtained \$300 million in Public Entity coverage with \$8 million retention for \$6.2 million. The relatively calm market we enjoyed for over 16 years changed drastically last year. Extensive loss development specifically related to auto liability, caused the market to “harden” significantly last year resulting in less carrier capacity and higher premiums. The trend continues this year. “Nearly all commercial insurance lines can expect to see rate increases and reductions in capacity through 2020”, according to the 2019-2020 Commercial Property & Casualty Market Outlook Q4 Update from USI. To further complicate the situation, the COVID-19 pandemic will only exacerbate market conditions.

Metro proves no exception to the international trend. 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 niche. 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. At least 20 carriers ceased to write transit or public entity in California in the past 18 months which includes four carriers in Metro’s primary \$30 million layers. According to Risk and Insurance Magazine, “The biggest villain in this sad tale is the trend known as nuclear verdicts, the granting of multimillion-dollar payments or settlements by the courts in liability cases involving transportation companies. Liability payments worth millions of dollars have mushroomed, and insurers have grown ever wary of putting capacity on the line for this kind of risk.” Metro lost nearly \$100 million in capacity (including our lead incumbent carrier of many years) at the start of the marketing effort. Replacing retreating carriers in the first \$25 million layer of our program proves daunting, especially considering Metro’s recent loss history. Consequently, we are anticipating another significant rate increase in our Public Entity general liability program premiums and a change in our program structure over last year given the present state of the insurance marketplace.

Metro’s August 1st insurance placement will reflect higher insurance premiums necessitated by tightened underwriting guidelines, the need to replace carriers who exited our class of business and negative developments in auto liability losses. Our renewal program also includes an increase in our self-insured retention to \$10 million for bus and other non-rail related risks. Carriers are not willing to insure Metro’s bus operations risk for less. USI recommends a bifurcated program where Metro will retain an \$8 million self-insured retention on rail related risks. We were presented with several

approaches within our bus program where Metro will retain a quota share of a loss in addition to the self-insured retention within a layer to reduce our renewal premium. USI will continue to seek options (including alternate retentions and quota share options) and more favorable premiums through July.

To put this into perspective, the most recent USI state of the industry report provides the following insight: "Rate increases, more selective deployment of and reductions in capacity in the primary and umbrella/excess liability market continue to be the new norm. Tighter underwriting standards and markets exiting certain classes of business have accelerated in the past 3-4 months and we do not see these trends abating soon, and, anticipate they will remain throughout 2020 and into 2021. In particular, umbrella and excess liability lines, have experienced the most firming over the past few months and in some cases, we are seeing pricing up over 100% with total capacity decreasing at least 25% and underlying attachment points increasing, especially for automobile liability." (USI 2020 -2021 Commercial Property & Casualty Market Outlook Q1 Update)

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 A, includes total limits of \$300 million with a bifurcated retention and provides terrorism coverage at all levels. Attachment B shows the tentative Public Entity 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 five months of \$5.6 million for this action is included in the FY21 budget request 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, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). Additional funds required to cover premium costs beyond FY21 budgeted amounts will be addressed by fund reallocations during the year.

The remaining month of premiums will be included in the FY22 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, 301012 - Metro Orange Line, 306001 - Operations Transportation, 320011 - Union Station, and 405533 - Commuter Rail in account 50602 (Ins Prem For Gen Liability). In FY20, an estimated \$6 million will be expensed for excess liability insurance.

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.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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 \$300 million limits and bifurcates the program to achieve a self-insured retentions (SIR) for bus and non-rail operations at \$10 million plus a 50% share of losses in the primary layer and a SIR for rail operations at \$8 million without any additional share of losses. Option B maintains \$300 million limits and bifurcates the program as indicated above without a share of losses in the primary bus layer. Option C bifurcates the program as previously indicated but increases the bus SIR to \$15 million without a share of losses in the bus layer. Option D is the same as Option A but reduces Metro’s loss limits to \$200 million. Option A is recommended as the most cost effective while retaining a reasonable amount of loss risk. Option B is not recommended because the expected cost of a Metro share of a loss is less than the increased cost of the increased premium. Option C is not recommended since increasing the SIR increases Metro’s exposure to loss retention in the event of unexpected increased loss experience at virtually the same cost as Option A. Option D is not recommended because the cost benefit of decreasing the total premium is not worth reducing Metro’s insurance coverage limits by one third.

NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with placement of the excess liability insurance program outlined herein effective August 1, 2020.

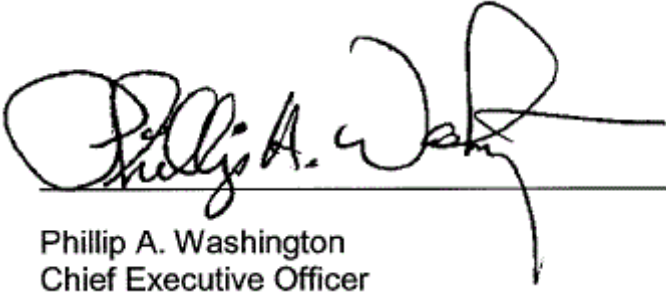
ATTACHMENTS

Attachment A - Options, Premiums and Loss History

Attachment B - Proposed Public Entity Carriers and Program Structure

Prepared by: Tim Rosevear, Manager, Financing Manager, (213) 922-6354

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990



Phillip A. Washington
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	D
Self-Insured Retention	\$8.0 mil	\$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, \$15.0 mil bus & other non-rail	\$8.0 mil rail, \$10.0 mil bus & other non-rail
Quota Share	None	50% bus in primary layer	None	None	50% bus in primary layer
Limit of Coverage	\$300 mil	\$300 mil	\$300 mil	\$300 mil	\$200 mil
Terrorism Coverage	Yes	Yes	Yes	Yes	Yes
Premium	\$6.2 mil	\$14.5 mil	\$18.5 mil	\$14.5 mil	\$13.3 mil

**Premium History for Excess Liability Policies
Ending in the Following Policy Periods**

	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020
Self-Insured Retention	\$5.0 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$7.5 mil	\$8.0 mil	\$8.0 mil
Insurance Premium	\$3.9 mil	\$3.6 mil	\$3.7 mil	\$3.6 mil	\$3.7 mil	\$4.1 mil	\$4.1 mil	\$6.2 mil
Claims in Excess of Retention	2	1	0	0	2	3	1	1
Estimated Amount in Excess of Retention	\$5.4 mil	\$1.3 mil	\$0	\$0	\$10.0 mil	TBD	TBD	TBD

ATTACHMENT B

PROPOSED CARRIERS AND PROGRAM STRUCTURE



USI Insurance Services
Proposed Liability Insurance Summary 2020 - 2021
Los Angeles County Metropolitan Transportation Authority

Excess Limit		Layer(s)		Participation	Carrier	Estimated Layer Premium (not Incl. T&F)
\$300M	Excess Liability	\$100M xs \$200M		\$10,000,000	Argo Munich Re AmTrust Hiscox Convex Chubb Bermuda Arch	\$1,200,000
				\$15,000,000		
				\$7,500,000		
				\$15,000,000		
				\$7,500,000		
				\$35,000,000		
\$200M	Excess Liability	\$100M xs \$100M		\$15,000,000	Aspen AXA Bermuda Apollo Sompo Gemini Hamilton Canopus Argo Liberty	\$2,500,000
				\$12,500,000		
				\$15,000,000		
				\$15,000,000		
				\$5,000,000		
				\$10,000,000		
				\$5,000,000		
				\$10,000,000		
\$100M	Excess Liability	\$50M xs \$50M		\$10,000,000	AXA XL US AXA XL Bermuda AWAC Hamilton Argo Hiscox Markel	\$2,000,000
				\$7,500,000		
				\$17,500,000		
				\$5,000,000		
				\$5,000,000		
				Pending		
\$50M	Excess Liability	\$10M xs \$40M		\$10,000,000	Great American	\$750,000
\$40M	Excess Liability	\$15M xs \$25M		\$7,500,000	Hiscox Convex Aegis Ascot Argenta	\$2,500,000
				\$2,500,000		
				\$5,000,000		
				Pending		
				Pending		
\$25M	Primary Liability	\$17M Rail - Gemini/Queens Island	\$15M Bus/All Other - Everest Re + Metro Quota Share	\$17,000,000	Gemini/Queens Island Everest Re fronted by Guide One/Berkeley Self-Insured	\$4,872,000
				\$7,500,000		
				\$7,500,000		
Grand Total						\$13,822,000
\$8M Rail SIR Per Occurrence						
\$10M Bus/All Other SIR Per Occurrence						

Estimated Program Premiums *	\$13,822,000
Contingency for carrier and premium adjustments, tax and fees (T&F)	\$678,000
Estimated Program Not-To-Exceed Total	\$14,500,000

" Subject to finalization of on-going negotiations with carriers

Terrorism pricing is included above.

**Board Report**

File #: 2020-0350, **File Type:** Program**Agenda Number:** 11.

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 17, 2020****SUBJECT: MAJOR CONSTRUCTION UMBRELLA INSURANCE PROGRAM****ACTION: PURCHASE UMBRELLA INSURANCE****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase additional construction project umbrella liability insurance policies (also known as a super excess general liability insurance program) for construction of the Metro Westside Purple Line Extension Section 3 Project (Project) with up to \$200 million in additional limits at a cost not to exceed \$6.5 million for the period effective July 1, 2020 to July 1, 2027 (and products/completed operations coverage to July 1, 2037).

ISSUE

Metro is concerned about the financial implications of an unanticipated loss resulting from major damage to adjacent properties and/or loss of life/injury on our major transit construction projects. Such risk can be mitigated reasonably through the purchase of additional insurance.

BACKGROUND**Existing Liability Insurance Coverage for the Metro Westside Purple Line Extension Section 3 Project**

Dedicated limits of insurance coverage for the Project are provided by two Design Build (DB) contractors: Tutor Perini/O&G, Joint Venture (TPOG, JV) for the stations and Frontier-Kemper/Tutor Perini, Joint Venture (FKTP) for the tunnels. The liability insurance on the Project, which covers the negligent injury or death and/or property damage to others, is \$350 million for each contract, which are mutually exclusive. The coverage that is the subject of this report will provide an additional \$200 million for the project, for a total of \$550 million in liability coverage. The coverage will also include products and completed operations insurance for ten years following the revenue service date and will respond to latent defects which cause injury or death, or real property damage to other people. The coverage limits take into account aspects such as concentration of property values near the Project, population density, tunneling risks, project duration, and other factors. The TPOG and FKTP JV's combined contract award value of the Project for both tunnels and stations is \$1,773,622,000.

Risk Exposure Above Existing Coverage

Despite using liability insurance limits toward the high end of industry practice in our major

construction project contracts, these limits would be insufficient to respond to a catastrophic, unanticipated loss resulting in widespread property damage or loss of life.

Metro purchased additional construction project umbrella liability insurance policies for construction of the Metro Westside Purple Line Extension Section 1, Gold Line Foothill Extension Phase 2A, Crenshaw/LAX, Expo II Transit Corridor and Regional Connector Projects in October 2014 as authorized by the Board. The policies provide additional liability insurance limits up to \$550 million over the contractor owned insurance programs. We also purchased additional construction project umbrella liability insurance policies for construction of the Metro Westside Purple Line Extension Section 2 Project in June 2018 as authorized by the Board. The policies provide additional liability insurance limits up to \$300 million over the contractor owned insurance program. Purchase of the proposed policy will provide a consistent approach to mitigating our risk exposure as on the other major construction projects listed above.

DISCUSSION

Proposed Additional Liability Insurance Coverage for the Metro Westside Purple Line Extension Section 3 Project

Metro's insurance broker USI Insurance Services (USI) approached insurance carriers in the major construction sector including some of Metro's current super umbrella program participants. A \$200 million limit will be provided by excess carriers in a layered program for a total coverage, including the DB provided coverage, of \$550 million. This is the maximum limit that is currently available because the insurance market for major construction projects is tapped out. This action brings continuity of super umbrella coverage for all major Metro construction projects.

Attachment A identifies the insurance carriers and pricing for the proposed program.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

The funding for this action is included in the FY20 budget, under Project 865523 (Westside Purple Line Extension Section 3), Fund 6012, Cost Center 8510 (Construction Project Management), and Account Number 50602 (Insurance Premium for General Liability). The Life-of-Project Budget includes the excess liability insurance coverage.

Impact to Budget

The sources of funds for the recommended action are from Measure M, Federal New Starts and Local Funds. The approved FY20 budget is designated for the Westside Purple Line Extension Section 3 Project and does not have an impact to operations funding sources.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 5 “Provide responsive, accountable and trustworthy governance within the LA Metro organization.” The responsible administration of Metro’s insurance programs includes the use of prudent risk management best practices and tools to mitigate large financial risks on Metro’s major construction projects.

ALTERNATIVES CONSIDERED

USI explored the possibility of deferring the insurance purchase for six to eight months. However, this is not recommended given the current hardening of the insurance marketplace. USI believes the action will result in significantly reduced capacity, perhaps only \$160 million as the maximum available with a shorter term (five years). The premium costs could also go up by as much as \$1.5 to \$2 million for the reduced limit.

There are no other viable options as USI exhausted the marketplace to develop the limits recommended in this super excess liability program. There are no more available limits in the insurance industry.

Metro could self-insure this exposure and rely on its indemnities with the DB contractor; however, this approach would leave Metro with an unknown and unknowable risk of an unanticipated loss.

NEXT STEPS

Upon Board approval of this action, we will advise Metro’s broker, USI Insurance Services, to proceed with placement of the excess liability insurance program outlined herein effective July 1, 2020.

ATTACHMENTS

Attachment A - Recommended Program Pricing and Carriers

Prepared by: Tim Rosevear, Manager, Risk Financing, (213) 922-6354

Reviewed by: Kenneth Hernandez, Chief Risk, Safety and Asset Management Officer, (213) 922-2990

Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

RECOMMENDED PROGRAM PRICING AND CARRIERS



USI Insurance Services
Proposed Super Excess Liability Program | MPLE3
Los Angeles County Metropolitan Transportation Authority

Limit	Excess of	Carrier	Participation (\$)	Premium **
\$100M	\$450MM	Swiss Re	\$10,000,000	
		AXA XL	\$15,000,000	
		HDI	\$10,000,000	
		Markel	\$6,250,000	
		Aspen	\$5,000,000	
		Chubb	\$8,500,000	
		Hiscox	\$10,000,000	
		Ascot	\$4,500,000	
		PENDING	\$30,750,000	
			\$100,000,000	\$2,529,625
\$100M	Underlying CCIP Program \$350MM	Munich Re	\$15,000,000	
		Chubb	\$15,000,000	
		Everest	\$10,000,000	
		Arch	\$5,000,000	
		Aspen	\$5,000,000	
		Markel	\$6,250,000	
		Ascot	\$3,000,000	
		Starr	\$15,000,000	
		AXIS	\$15,000,000	
		PENDING	\$10,750,000	
			\$100,000,000	\$2,994,250

Estimated Program Premiums * \$5,523,875
 Contingency for carrier premium, tax and fee adjustments \$976,125
Estimated Program Not-To-Exceed Total \$6,500,000

* Subject to finalization of on-going negotiations with carriers. Amounts show are estimates only.
 ** Including taxes and fees.

Contractor Controlled Insurance Program:

Station Work - Tutor Perini/O&G JV	Tunnel Work - Tutor Perini/Frontier-Kemper
\$350m Total Limits	\$350m Total Limits
June 7, 2019 - January 7, 2027	December 7, 2018 - June 7, 2023



Board Report

File #: 2020-0329, **File Type:** Resolution

Agenda Number: 12.

Meeting_Body

**FINANCE, BUDGET AND AUDIT COMMITTEE
JUNE 17, 2020**

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

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

A. Transportation Development Act (TDA) Article 8, findings and recommended actions (Attachment A) for fiscal year (FY) 2020-21, as follows:

1. In the City of Avalon there are no unmet transit needs that are reasonable to meet, therefore TDA Article 8 funds once approved by the Board through the budget process, may be used for street and road projects, or transit projects, as described in Attachment A;
2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale and the unincorporated portions of North County transit needs can be met through using other existing funding sources. Therefore, the TDA Article 8 funds once approved by the Board through the budget process may be used for street and road purposes and/or transit, as long as their transit needs continue to be met;
3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita, and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, the TDA Article 8 funds once approved by the Board through the budget process 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;
4. In the Los Angeles County Unincorporated areas of North County, the areas

encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, the TDA Article 8 funds once approved by the Board through the budget process 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 B) 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.

DISCUSSION

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 C 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 we adopt such a finding, then these needs must be met before TDA Article 8 funds can be used for street and road purposes. By law, we must adopt a resolution annually that states our findings regarding unmet transit needs. Attachment B is the FY 2020-21 resolution. The proposed findings and recommendations are based on public testimony (Attachment E) and the recommendations of the Social Service Transportation Advisory Council (SSTAC) and the Hearing Board.

POLICY IMPLICATION

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 F summarizes the recommendations made and actions taken during FY 2019-20 (for the FY 2020-21 allocation estimates) and Attachment G is the proposed recommendations of the FY 2020-21 SSTAC.

On April 28, 2020, 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 for their approval and authorization, funds will be released to the eligible jurisdictions upon the Metro Board approval of the FY 2020-21 budget. Delay in adopting the findings, recommendations and the resolution contained in Attachments A and B would result in not meeting the State deadline.

DETERMINATION OF SAFETY IMPACT

Approval of this project will have no impact on Safety.

FINANCIAL IMPACT

This report is seeking approval of the finding, recommendations and the resolution in Attachment B. The allocation of TDA Article 8 funds for FY 2020-21 are approved by the Board through the budget process.

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 disburses them monthly, upon the approval of a jurisdiction's submitted claim form.

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 G) and through the public hearing process. However, this is not recommended because 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 D, and in accordance with the TDA statutory requirements.

NEXT STEPS

Upon Caltrans review and approval of the Board-adopted resolution and documentation of the hearing process, and Metro Board approval of the FY21 Budget, TDA Article 8 funds will be allocated to the recipient local jurisdictions.

ATTACHMENTS

- Attachment A - FY21 Proposed Findings and Recommended Actions
- Attachment B - FY 2020-21 TDA Article 8 Resolution
- Attachment C - History of TDA Article 8 and Definitions of Unmet Transit Needs
- Attachment D - TDA Article 8 Public Hearing Process
- Attachment E - FY21 Comment Summary Sheet - TDA Article 8 Unmet Transit Needs Public

Testimony and Written Comments

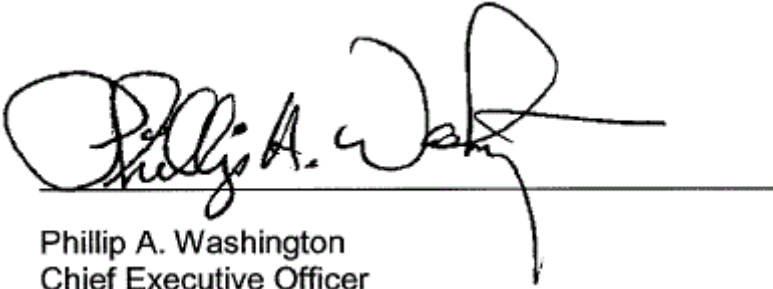
Attachment F - Summary of Recommendations and Actions Taken

Attachment G - Proposed Recommendations of the FY 2020-21 SSTAC

Prepared by: Drew Phillips, Sr. Director, Finance (213)-922-2109

Armineh Saint, Senior Manager, Transportation Planning (213) 922-2369

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



Phillip A. Washington
Chief Executive Officer

FY 2020-21 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.

**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 2020-21**

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 March 25, 2020, Palmdale on March 25, 2020, Lancaster on March 25, 2020, Avalon on April 7, 2020, 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 B

(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 25, 2020.

MICHELE JACKSON
LACMTA Board Secretary

DATED: June 25, 2020

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 D

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 us, 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 2020-21 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; Cameron Smyth, Mayor, City of Santa Clarita represented Santa Clarita Valley.

Hearing and Meeting Dates

The Hearing Board held public hearings in Avalon on April 7, Santa Clarita on March 25, Palmdale on March 25, and Lancaster on March 25, 2020. A summary sheet of the public testimony received at the hearings and the written comments received within two weeks after the hearings is included in Attachment E. A summary of the transit operator response is included in Attachment F.

Also, membership was formed on the FY 2020 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.

The Hearing Board at its April 28, 2020 meeting proposed the Findings and Recommendations included in Attachment A.

ATTACHMENT E

FY2020-21 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	Continue summer beach bus			
2	Scheduling, reliability, transfer coordination			
2.1	Route 3 and 7 to run every 30 mins			
3	Other issues: better public information needed, bus improvements, upgrades, increase fleet, bus tokens, transit center			
3.1	Easier wheelchair accessibility to services in Sierra Highway and 0-8			
4	Other, statement - Support			
4.1	Transit needs are met			
	Sub-total:	-		-

Totals -

-

Total of 0 comments extracted from verbal and written comments by 0 individuals



Board of Directors

Chairman
Manu Crist
City of Lancaster

Vice Chair
Diane M. Kippel
County of Los Angeles

Director
Steve D. Hobater
City of Palmdale

Director
Richard Loa
City of Palmdale

Director
Angela E. Underwood-Jacobs
City of Lancaster

Director
Michelle Flanagan
County of Los Angeles

Executive Director/CEO
Maay Nestlari

March 4, 2020

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 2018/19 TDA Article 8 Unmet Needs Hearings

Dear Ms. Saint:

At the 2019 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 recommendations that are addressed in this letter. As a result of a continued focus during the last 12 months on enhancements in technology, capital improvements, and service reliability, the AVTA has had several accomplishments in these areas.

Responses to Public Testimony and Written Comments
Item # 1, General increase in service, including longer hours, higher frequency, and/or more days of operation.

Item # 1.2, Morning/evening commuter bus with limited stops to/from AV College to West Lancaster: Our recently completed year long Regional Transit Study did not find adequate ridership to support this service, however as we design and move towards implementation of our on demand micro-transit service we will continue to evaluate whether the expansion of that service would be a solution to this limited need.

Item # 1.3, Develop Stronger TOD districts adjacent to regional rail stations with comprehensive bus network connecting station downtowns with outlying communities: AVTA is very active in working and coordinating with our jurisdiction partners Palmdale, Lancaster, and the County of Los Angeles in

developing new and improved transit hubs adjacent to Metrolink stations. AVTA has made dramatic capital improvements in its bus charging infrastructure at Palmdale Regional Transportation Center (PTC) as well as awarding a contract to develop a new transit hub/charging stations at the North Metrolink station located at Lancaster Blvd. and Sierra Highway. With an anticipated completion in August 2020 these improvements will provide for increased interconnectivity with the Metrolink stations and 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 sweeping system wide improvements to routes, schedules and service enhancements. A major element in these recommendations is to increase frequency of service and move to a “clock facing” scheduling philosophy. The plan was adopted by a unanimous vote of our Board of Directors on February 25, 2020 and after an extensive public outreach and education effort is conducted between March 1, through August 31, 2020. The new system will begin service on September 1st 2020. We have already entered the new route system into our scheduling and run cut software and confirmed we have the necessary buses to adequately provide the enhanced services. To validate the study results and test expected results we conducted an early adoption plan on our heaviest ridership route, our route 1, shifting from an erratic schedule that fluctuated from 30 minutes to one hour frequency over to clock facing 15 minute headways. Ridership increased from the very first month and accumulated to over 80,000 additional boardings over the six months ending Jan 31st, 2020.

Item #3 Demand responsive service, Dial-a-ride availability: AVTA provides an agency funded DAR service in parallel to DAR service provided by Access Services. Throughout the balance of this year we will be introducing our customers to an enhanced feature for our DAR system that will enable them to schedule their rides, monitor the arrival of their rides and receive schedule updates using their smart phones. For customers that do not own a smart phone or prefer the traditional call center appointment method, that will still be available to them. We are also going to implement a demand response micro transit system for our east county area including Lake Los Angeles and Sun Village. This system will use 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.

Item #4 Bus maintenance issues: Our transition to maintaining an all-electric fleet has been smooth with no issues to report.

Item #5 Security issues: Keeping our bus operators and our customers safe is a top priority. In response to operator concerns we have added armed security officers at both our Palmdale Transportation Center and our Steve Owens Memorial Park transit hub 7 days per week from 4:00 PM until midnight which affords the operators a measure of peace of mind. In addition we installed 12” monitors above the drivers head so that boarding passengers can see they are being recorded. A final security program involves putting operator barriers in five buses as a demonstration/evaluation program. The feedback has been overwhelmingly

positive and we have funding set aside to retrofit all of our local transit buses. AVTA is committed to providing a safe and desirable work environment for all employees and our riding public.

Item # 7, Park-N-Ride, Bus Stop, bus shelter issues, signage and amenities: We have begun our annual review of our stops to determine which stops have reached our criteria to be upgraded from sign only to sign and bench or sign and full shelter. Once our review is complete we will begin our upgrades keeping the emerging new bus routes as a key component of our evaluation.

Item # 9 Other issues: Better public information needed, bus improvements, upgrades, increased fleet, bus tokens, transit center.

Item # 9.1 Easier wheelchair accessibility at bus stop on Sierra Highway and 0 - 8: We have closely examined this stop and find it to be ADA compliant.

Item # 9.2 Not enough room for wheelchairs on bus: AVTA is continually working to ensure all of its vehicles and services are in compliance with the American with Disabilities act. We are confident our fleet is ADA compliant.

Capital Improvements:

Over the past year, AVTA made significant progress towards reaching our goal of electrifying our entire fleet of 79 buses. Our local transit service now runs most days with all electric buses and AVTA is now utilizing its 60' articulated electric buses on our Route 1, the heaviest ridership route, allowing for more seating capacity. The buses, which have the ability to accommodate an additional 30 passengers, have been assigned to Route 1, the backbone of the AVTA system, allowing us to now improve service to 15 minute headways at peak service intervals. The buses have already proven to provide an improved customer experience by decreasing overcrowding along that busy corridor.

Enroute charging infrastructure is another component of the 100% battery-electric fleet transformation,—utilizing wireless inductive chargers to help extend the range of the new zero-emission buses. These chargers allow the electric buses to charge wirelessly simply by driving the vehicles over charging pads embedded into the ground. During 2018, the first of the new 250KW wireless inductive charging stations have been installed and made operational at Sgt. Steve Owen Memorial Park (OMP) and the Palmdale Transportation Center (PTC). In anticipation of the delivery of additional electric buses this year, construction for two more wireless inductive charging stations at each of these locations is now underway. AVTA continues to expand the scope and locations of new charging centers. Construction is underway for chargers at the Antelope Valley South Valley Clinic, located at the intersection of Palmdale Blvd. and 40th East, and at Boeing Plaza adjacent to and just north of the Lancaster Metrolink Station. These two new stations will support AVTA in increasing vehicle range, and provide enhanced and connectivity of routes. Construction will begin on our fifth site located at the Antelope Valley College campus by late August.

Service Improvements:

AVTA management has initiated a new service to Edwards Air Force Base. The route 747 was created to service the contractor and military members of our community that work and live on the base. In addition, the service to the Mojave Air & Space Port commenced as scheduled. While initial ridership has been below expectations we remain committed to these destinations and continue our awareness efforts. Based on the Regional Transit Study the agency will be working towards the implementation of enhanced commuter service to Santa Clarita region, specifically the key employments centers, which would greatly benefit the estimated 1,200 employees currently commuting to those locations from Lancaster and Palmdale.

Service Reliability:

Staff continued its aggressive monitoring of local service performance of the agency's contract with Transdev. Improved coordination and communication with the contractor and operator is an essential component for improved On-Time-performance. This focus on customer satisfaction along with the recommendations from the Regional Transit Plan combine to address and correct concerns regarding appropriate driver/operator layover times, addresses changing needs associated with the electric bus fleet, and has provided improved intra-service connectivity.

Ongoing work is being done with service to Antelope Valley College to improve students' access to both the Lancaster and Palmdale campuses. AVTA implemented a new Route 8 which is now servicing the students, faculty and general public that need to ride between the Lancaster College campus and the new center in Palmdale. The express route has been very successful and well received within the community. Ridership information shows steady increases in ridership.

Technology:

AVTA recently upgraded our route planning and scheduling software to a product that is capable of factoring electric bus battery sizes, range expectations along with the location of each on-route opportunity chargers. These variables allow the software to execute algorithms to optimize bus-route-layover-and charging opportunities to maximize range and eliminate buses running low on state of charge.

Future Capital Improvements:

AVTA will continue the coordination with the new Antelope Valley Mall management to create a new bus stop at the facility. The proposed new stop would be coordinated with the planned redesign of the Mall and be adjacent to one of the main entrances, allowing for improved customer accessibility and rider safety than the current stops which are located in the far Southwest parking area along the outer-ring road. The proposed stops, being much closer to one of the main entrances is only possible due to the AVTA commitment to utilize zero-emission buses for all of our fleet. AVTA anticipates the relocation of this bus stop will enhance ridership for the routes that service the Mall location, and more

importantly, positively impact rider experience with the AVTA system. The schedule to implement this relocation of the stop will be made in conjunction with the Mall construction time frame.

In a longer planning horizon, AVTA is exploring the possibility of partnering with local bus manufacture to connect the two downtown civic-center areas of the cities of Palmdale and Lancaster with the development of a monorail system. The above ground battery-electric monorail system, called BYD "Sky Rail" would be aimed at substantially easing traffic congestion and enhancing connectivity between the two cities. The system would be constructed with a very small footprint along major road arterials and done so with far superior cost efficiencies than current light-rail systems. The system would have the capacity to carry 10,000 to 30,000 passengers per hour. This type of modern Sky Rail would replace the need for planning and development of a BRT system.

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.

- As previously noted, AVTA has concluded a year-long Regional Transit Plan (RTP) development project that will be the strategic plan for the authority for the next 5 to 10 years in the future.
- Our Travel Training program allows us to reach out to those who may not feel comfortable using the bus, and we have conducted sessions with many groups this year including veterans, seniors, those with disabilities and students.
- AVTA continues its participation in numerous community events such as the annual Senior Expo and the Veterans Stand Down, increasing awareness of AVTA's services and processing applications at the events to help riders avoid the additional trip to the office.

AVTA values the input of our customers and stakeholders and continues to take a proactive approach to address the transit needs in the Antelope Valley. If have you questions, please contact me at (661) 729-2206.

Sincerely,

Macy Neshati, CEO/Executive Director
Antelope Valley Transit Authority



City of
SANTA CLARITA
TRANSIT

City of Santa Clarita Transit • Transit Maintenance Facility
28250 Constellation Road • Santa Clarita, CA 91355
Phone: (661) 295-6300 • Fax: (661) 295-6393
santa-clarita.com

Santa Clarita Valley Area
TDA Article 8 Hearings
March 25, 2020
Presented by Adrian Aguilar, City of Santa Clarita Transit Manager

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 2019 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:

- Adoption of the City's Transit Development Plan.
- Broke ground on the Vista Canyon Transit Center. Construction began in late January and is scheduled to be completed late summer 2020.
- Completed the design of the Vista Canyon Metrolink Station. The City has also hired an environmental compliance and project management consultant to assist with this project. The City has released the bid documents for the construction of the Vista Canyon Metrolink Station and we expect to select a contractor and award a contract early this summer (2020).
- Introduced a new on-demand transit service in the eastern Santa Clarita Valley named Go! Santa Clarita. This pilot program allows riders to book trips using a mobile app and a vehicle will arrive within 15 minutes of the trip being scheduled.
- Taken delivery of two CNG powered commuter buses and four CNG powered transit buses.
- Awarded a contract for the purchase of four transit buses.
- Began the next phase of the City's bus stop improvement project. This phase includes the installation of new solar lighting fixtures for improved safety, new e-ink bus arrival displays, and the installation of new benches and shelters at 21 locations within the Santa Clarita Valley. The project is scheduled to be completed by June 30.

These are just a few of the many Santa Clarita Transit accomplishments over the past 12 months.

In the coming year, Santa Clarita Transit will be working toward:

- Adjusting the current route network to serve recently developed area within the Santa Clarita valley including the new Vista Canyon Transit Center.
- Implementing the recommendations outlined in the new Transit Development Plan.
- Undertake the next phase of our bus stop improvement project designed to improve access and amenities at bus stops throughout the Santa Clarita Valley.
- Take delivery of new local, commuter and dial-a-ride buses.
- Adopt a plan for the transition to a zero-emission bus fleet.

The City of Santa Clarita will continue to take a proactive approach to addressing the transit needs of our residents and is committed to providing effective and efficient service that improves the quality of life for all residents within the Santa Clarita Valley.

Thank you.

FY 2020-21 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 #: 2020-0330, File Type: Policy

Agenda Number: 13.

FINANCE, BUDGET AND AUDIT COMMITTEE MEETING
JUNE 17, 2020**SUBJECT: SALE OF PROPERTY TO LOS ANGELES WORLD AIRPORT FOR LANDSIDE
ACCESS MODERNIZATION PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

CONSIDER:

- A. DECLARING that a portion of 5601 Century Boulevard (shown in Exhibit D as the “Fee Interest Property”) is not necessary for use by LACMTA and is “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act (the “Act”).
- B. AUTHORIZING the Chief Executive Officer (“CEO”) to execute documents to sell the Fee Interest Property and a street easement and storm drain easement in a portion of the Aviation Boulevard railroad right of way (shown in Exhibit D as the “Easement Property”) to the City of Los Angeles, Department of Airports, known as the Los Angeles World Airports (“LAWA”) for the amount of **One Million, Seven Hundred Thirteen Thousand, and Forty Dollars (\$1,713,040.00)**.

ISSUE

LAWA is planning, designing and constructing the Landside Access Modernization Program (“LAMP”) consisting of the Automated People Mover, Intermodal Transportation Facilities, a Consolidated Rental Car Facility and roadway improvements to improve access to Los Angeles International Airport. LACMTA is planning, designing and constructing the Aviation/Century Transit Station and the Airport Metro Connector/ 96th Street Transit Station (“AMC Station”) that will include an at-grade light rail station that is served by the Crenshaw/LAX Light Rail Project (“Crenshaw/LAX”). Because LAWA and LACMTA are undertaking parallel construction activities for the LAMP and the AMC Station and because the projects will be built in close proximity and during the same time period, there is collaboration and coordination with respect to design, construction, and land use.

LACMTA acquired 5601 Crenshaw Boulevard for the Crenshaw/LAX project. A portion of such acquisition, the Fee Interest Property, is not needed for the project and is desired by LAWA for the LAMP project. Under the Section 54221 of the 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.” In addition, Board approval is

required for the transfer of the Fee Interest Property and Easement Property, since the amount of the disposition exceeds the authority of the CEO.

DISCUSSION

Exempt Surplus Land - Findings

The Act, as amended in October 2019, provides 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 Section 54221(f)(1)(D) of 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”.

As mentioned above, the Fee Interest Property, more particularly described and depicted in Exhibits A-1, A-2, C-1 and C-2 and comprising a total of 10,376 square feet, is part of property that was originally acquired for the Crenshaw/LAX project for construction and operation of the Century Boulevard/Aviation Station Plaza. The Fee Interest Property has not been scheduled for use in connection with such plaza and is no longer necessary for the Crenshaw/LAX project. LAWA desires to use such property for roadway improvements in connection with the LAMP project. Under these circumstances and pursuant to the Act, the Fee Interest Property is exempt surplus land.

Transfer of Easement Property

In addition to the Fee Interest Property, LAWA desires to acquire a street easement and storm drain easement in the Easement Property, more particularly described and depicted in Exhibits B-1 and B-2, as part of the connection of 98th Street from east of Aviation Boulevard to Bellanca Avenue. The new street will be an underpass built under the Crenshaw/LAX light rail right of way. The storm drain easement will replace an existing 108-inch storm drain located on the property and will be granted directly to the Los Angeles County Flood Control District (“LACFD”) prior to the transfer to LAWA.

The Fee Interest Property and Easement Property, which may be referred to collectively hereinafter as the “Property”, is shown together on the Site Plan attached as Exhibit D.

Valuation

LAWA and LACMTA entered into a Master Cooperative Agreement dated February 6, 2017 (“Master Agreement”). Section 3 of the Master Agreement described the process by which the Parties would determine the compensation that LAWA would pay LACMTA for the acquisition of property interests in LACMTA-owned property for the construction of the LAMP projects.

Pursuant to the Master Agreement, LAWA retained the appraisal firm of John P. Laurain, MAI, ASA of R. P. Laurain & Associates. Mr. Laurain appraised the Property as of February 27, 2020. Mr. Laurain submitted an appraisal which was reviewed internally by LACMTA Principal Real Estate Officer Russel Babbitz, MAI, SRA. As permitted by the Master Agreement, Mr. Babbitz reviewed Mr.

Laurain's appraisal and identified some discrepancies in the appraisal methodology which, when reconsidered by Mr. Laurain, resulted in an increase in the value of \$155,640.00 over the original appraisal.

Fee Interest Property - Assessor Parcel No. 4125-026-904, Parcel 4-17A, 4-17B - LAWA requires a fee simple interest in Parcel 4-17A containing 9,417 square feet (described in Exhibit A-1 and depicted in Exhibit A-2), as part of the new 98th Street right of way and the construction of a subsurface storm drain easement by LACFD. Parcel 4-17B (described in Exhibit C-1 and depicted in Exhibit C-2) is included because it represents a small remnant parcel at the north end of 5601 Century Boulevard containing 959 square feet. Together, Parcel 4-17A and Parcel 4-17B total 10,376 square feet. Mr. Laurain determined that the highest and best use of these parcels is as a commercial use or for a multi-story airport parking structure. Mr. Laurain concluded that the fee value of the 5601 Century Boulevard was \$165/sq. ft. or \$13,658,060 for the total parcel containing 82,764 square feet. He then calculated the value of the parts taken at \$1,712,040 (10,376 sq. ft. x \$165 = \$1,712,040).

Easement Property - Assessor Parcel No. 4125-026-900, Parcel No 4-5C - LAWA requires a transverse crossing easement for the portion of 98th Street that will pass under the Crenshaw/LAX alignment and a storm drain easement covering a total of 9,696 square feet. Such property is a portion of the Harbor Subdivision/Aviation Boulevard railroad corridor. The highest and best use of the railroad corridor is to continue as a railroad corridor and the value of the easements was determined based on sales of surrounding properties with similar zoning. The appraiser concluded that neither the street easement nor storm drain easement will impact the use of the existing railroad corridor. As such he concluded that the land configuration, access and prominence of the rail corridor will be the same in the "before" and "after" condition. He concluded that the fee value of the rail parcel was \$160/sq. ft. or \$24,184,480 for the total right-of-way containing 151,153 sq. However, the value of the transverse crossing is nominal and valued at \$1,000.

EQUITY PLATFORM

Both the LAMP and the AMC Station projects will bring valuable transit connections to those working at and travelling to and from the Los Angeles World Airport.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Pursuant to May 2020 Board Motion 38.1, the revenue generated from LAWA acquisition of property and easements will be used to fund immediate Life of Project budget needs on the Crenshaw/LAX project.

Impact to Budget

This item is a cash inflow that will offset project expenses and therefore will not require any budget increase.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. The disposition of this property to LAWA will facilitate easier access to the Los Angeles Airport which will provide an additional mobility option.

ATTACHMENTS

Attachment A - Exhibit A-1 - Legal Description, Fee Interest, Parcel 4-17A and Exhibit A-2 - Depiction, Parcel 4-17A

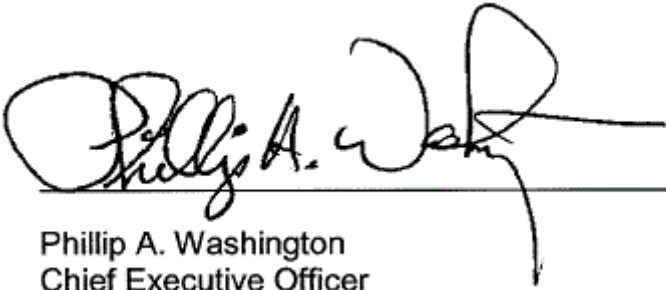
Attachment B - Exhibit B-1 - Legal Description, Permanent Street Easement and Exhibit B-2 - Depiction, Permanent Street Easement

Attachment C - Exhibit C-1 - Legal Description, Fee Interest, Parcel 4-17B and Exhibit C-2 - Depiction, Parcel 4-17B

Attachment D - Exhibit D - Site Plan

Prepared by: Velma C. Marshall, Deputy Executive Officer - Real Estate (213) 922-2415
Holly Rockwell, Senior Executive Officer - Real Estate, Transit-Oriented Communities and Transportation Demand Management, (213) 922-5585

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



Phillip A. Washington
Chief Executive Officer

EXHIBIT "A1"
LEGAL DESCRIPTION
FEE INTEREST

THAT PORTION OF REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA DESCRIBED IN THE FINAL ORDER OF CONDEMNATION IN FAVOR OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RECORDED APRIL 21, 2016 AS DOCUMENT NUMBER 20160451013, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC) AT THE MOST NORTHERLY CORNER OF THE REAL PROPERTY DESCRIBED IN SAID DOCUMENT NUMBER 20160451013, SAID CORNER IS THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWEST, HAVING A RADIUS OF 583.69 FEET, TO WHICH THE BEGINNING OF SAID CURVE A RADIAL BEARS SOUTH 69°25'51" EAST, SAID CURVE IS ALSO THE SOUTHEASTERLY LINE OF LOT 20 OF TRACT NUMBER 13375, AS SHOWN ON MAP FILED FOR RECORD IN BOOK 267 OF MAPS, PAGES 43 AND 44 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF LOT 20, THROUGH A CENTRAL ANGLE OF 7°34'10", AN ARC LENGTH OF 77.11 FEET TO THE **TRUE POINT OF BEGINNING (T.P.O.B.);**

THENCE CONTINUING SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF LOT 20, THROUGH A CENTRAL ANGLE OF 11°27'42", AN ARC DISTANCE OF 116.76 FEET;

THENCE DEPARTING SAID SOUTHEASTERLY LINE OF LOT 20, SOUTH 52°42'06" EAST, A DISTANCE OF 96.13 FEET;

THENCE SOUTH 89°30'03" EAST, A DISTANCE OF 19.60 FEET TO THE WEST LINE OF THE 60 FOOT WIDE RAILROAD RIGHT OF WAY OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AS DESCRIBED IN THE DEED TO THE REDONDO BEACH RAILWAY COMPANY (PREDECESSOR IN INTEREST TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY WHO IS A PREDECESSOR TO SAID AUTHORITY) RECORDED NOVEMBER 3, 1888 IN BOOK 511 OF DEEDS, PAGE 51, RECORDS OF SAID COUNTY;

THENCE ALONG SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, NORTH 0°10'19" EAST A DISTANCE OF 162.80 FEET;

THENCE DEPARTING SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, NORTH 89°21'29" WEST, A DISTANCE OF 10.33 FEET;

THENCE SOUTH 45°00'00" WEST, A DISTANCE OF 16.17 FEET;

THENCE NORTH 69°12'11" WEST, A DISTANCE OF 10.51 FEET TO THE **TRUE POINT OF BEGINNING (T.P.O.B.).**

CONTAINING 0.2162 ACRES OR 9,417 SQUARE FEET, MORE OR LESS.

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), 2010.00 EPOCH, ZONE 5. THE DISTANCES SHOWN HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAY BE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967.

SEE PLAT ATTACHED HERETO AS EXHIBIT "A2" AND BY THIS REFERENCE MADE PART HEREOF.

PREPARED UNDER MY SUPERVISION:



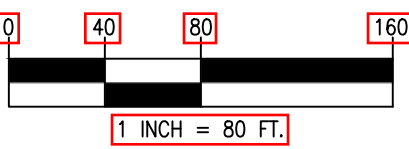
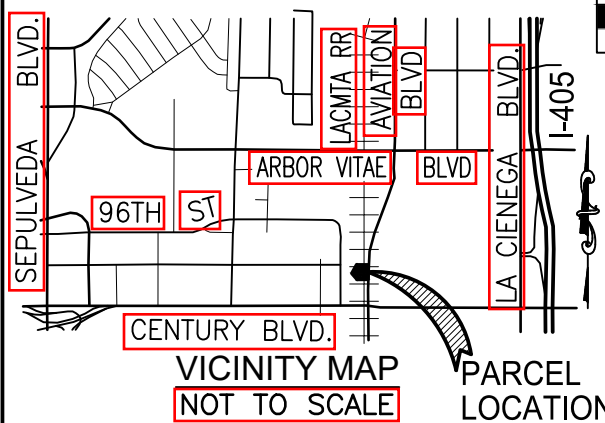
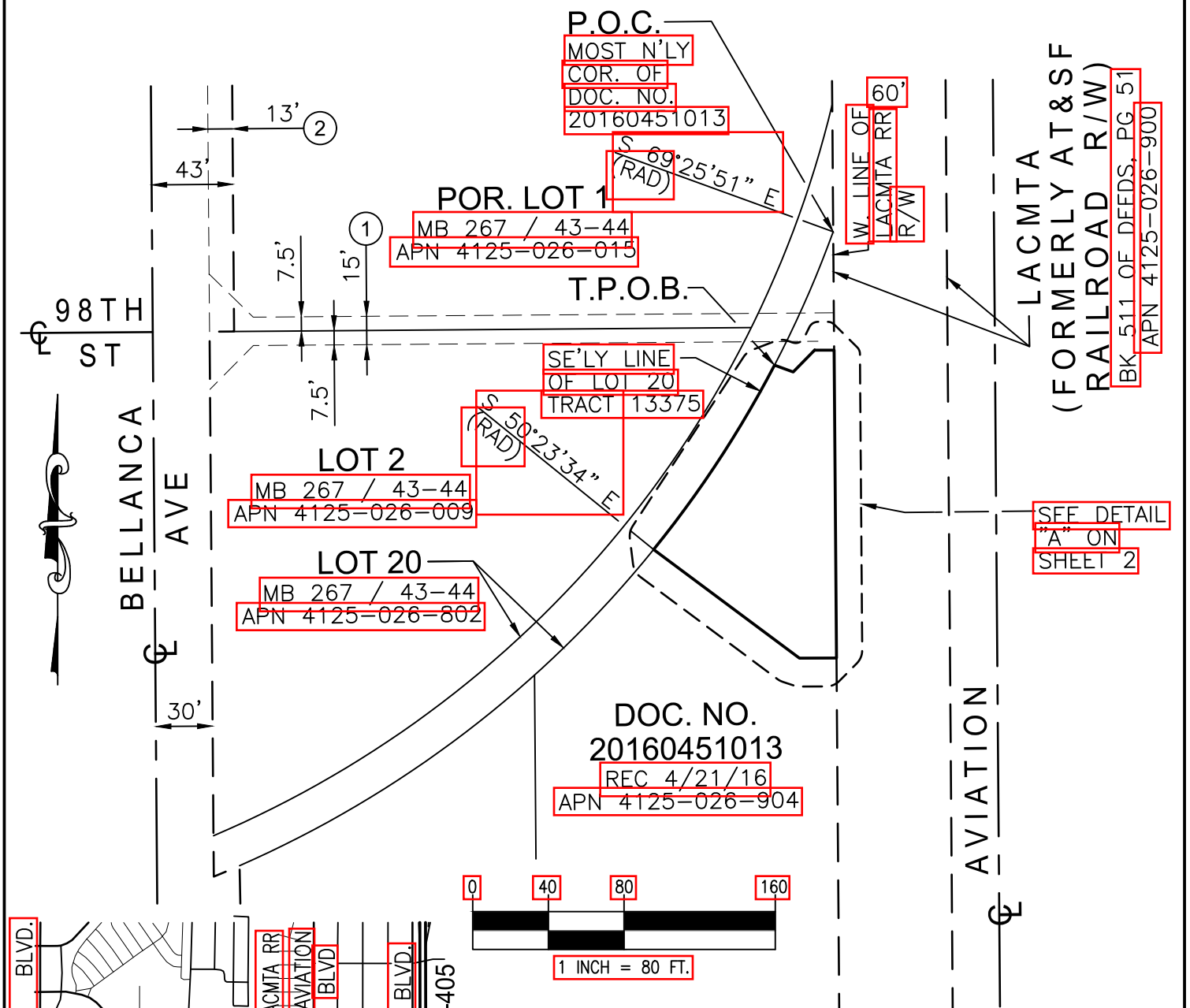
JOSHUA D. COSPER, P.L.S.
P.L.S. 8774, EXP. 12-31-20

10/28/19
DATE



EXHIBIT A2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-17A	FEE INTEREST	9,417 SF	4125-026-904



NOTE: REFER TO SHEET 2 FOR LINE / CURVE AND EASEMENT INFORMATION.

LEGEND	NOTES
<ul style="list-style-type: none"> LIMITS OF DESCRIPTION EXISTING RIGHT OF WAY EASEMENT AS NOTED EXISTING PROPERTY LINE 	<p>THE BASIS OF BEARINGS FOR THIS SURVEY IS CCS83, ZONE 5 (2010.00)</p> <p>DISTANCES SHOWN HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAYBE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967</p>



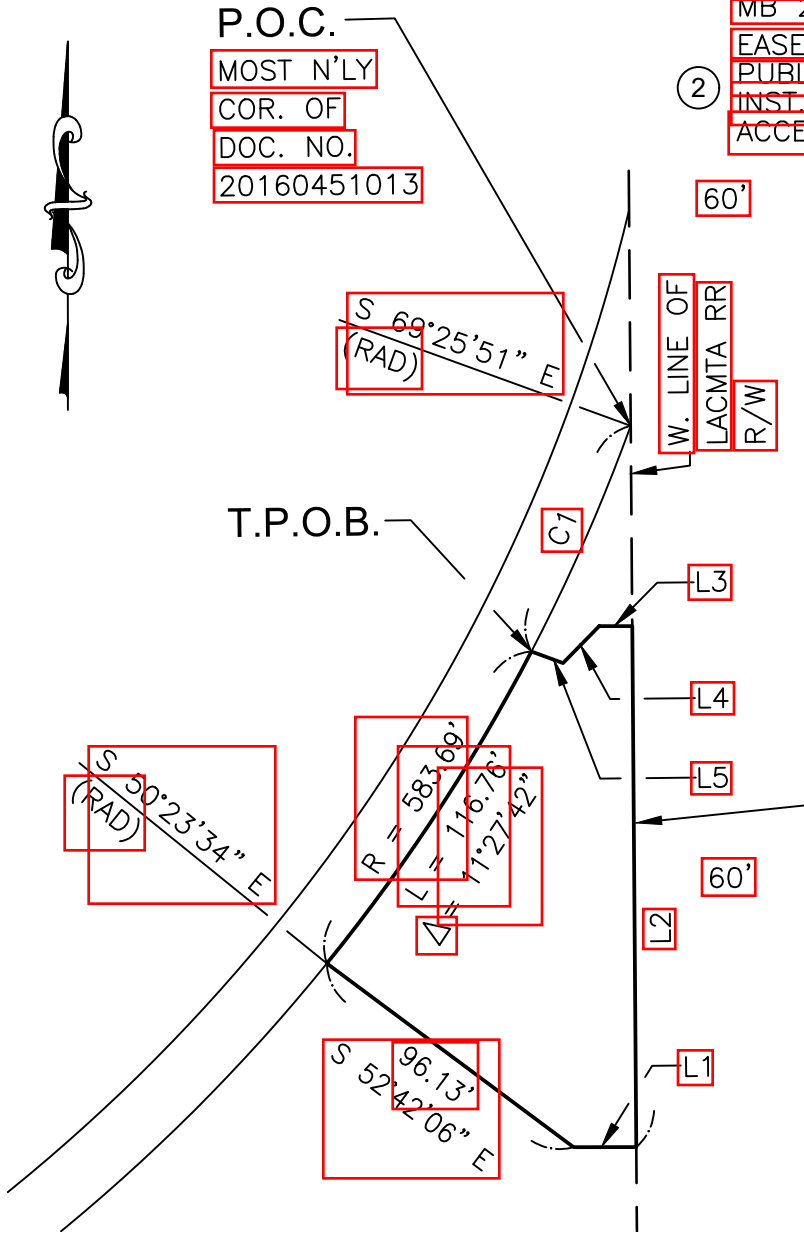
DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	AY	1	2

EXHIBIT A2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-17A	FEE INTEREST	9,417 SF	4125-026-904

EXISTING EASEMENTS

- ① 15' EASEMENT TO THE CITY OF LOS ANGELES FOR DRAINAGE PURPOSES; MB 267 PAGES 43-44.
- ② EASEMENT TO CITY OF LOS ANGELES FOR PUBLIC STREET PURPOSES; INST. NO. 87-1955425, REC. 12/10/87 ACCEPTED 1/1/89



LACMTA
 (FORMERLY AT&SF
 RAILROAD R/W)
 BK 511 OF DEEDS, PG 51
 APN 4125-026-900

LINE TABLE		
LINE	LENGTH	BEARING
L1	19.60'	S 89°30'03" E
L2	162.80'	N 0°10'19" E
L3	10.33'	N 89°21'29" W
L4	16.17'	S 45°00'00" W
L5	10.51'	N 69°12'11" W

CURVE TABLE			
LINE	RADIUS	DELTA	LENGTH
C1	583.69'	7°34'10"	77.11'

DETAIL "A"
 1" = 60'



DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	AY	2	2

EXHIBIT "B1"
LEGAL DESCRIPTION
PERMANENT STREET EASEMENT

THAT PORTION OF THE 60 FOOT WIDE RAILROAD RIGHT OF WAY OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AS DESCRIBED IN THE DEED TO THE REDONDO BEACH RAILWAY COMPANY (PREDECESSOR IN INTEREST TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY WHO IS A PREDESSOR TO SAID AUTHORITY) RECORDED NOVEMBER 3, 1888 IN BOOK 511, PAGE 51 OF DEEDS, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING (POC) AT THE INTERSECTION OF THE WESTERLY LINE OF SAID AUTHORITY RAILROAD RIGHT OF WAY AND THE SOUTHEASTERLY LINE OF LOT 20 OF TRACT NUMBER 13375, AS SHOWN ON MAP FILED FOR RECORD IN BOOK 267 OF MAPS, PAGES 43 AND 44 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTH ALONG SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, SOUTH 00°10'19" WEST, A DISTANCE OF 62.61 FEET TO THE **TRUE POINT OF BEGINNING (T.P.O.B.);**

THENCE CONTINUING SOUTH ALONG SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, SOUTH 00°10'19" WEST, A DISTANCE OF 162.80 FEET;

THENCE DEPARTING SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, SOUTH 89°30'03" EAST, A DISTANCE OF 58.28 FEET TO THE WESTERLY LINE OF PARCEL 1 OF THE EASEMENT TO THE CITY OF LOS ANGELES DESCRIBED IN INSTRUMENT NUMBER 1960, RECORDED SEPTEMBER 19, 1973, SAID WESTERLY LINE IS ALSO A NON-TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 4,016.20 FEET, TO WHICH A RADIAL BEARS THROUGH SAID POINT NORTH 87°43'37" WEST;

THENCE NORTHERLY ALONG SAID WESTERLY LINE OF PARCEL 1, THROUGH A CENTRAL ANGLE OF 1°40'39", AN ARC DISTANCE OF 117.58 FEET TO A POINT ON THE EAST LINE OF SAID AUTHORITY RAILROAD RIGHT OF WAY, SAID POINT IS ALSO THE MOST NORTHERLY CORNER OF SAID PARCEL 1;

THENCE ALONG SAID EASTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, NORTH 0°10'19" EAST, A DISTANCE OF 45.08 FEET;

THENCE DEPARTING SAID EASTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, NORTH 89°21'29" WEST, A DISTANCE OF 60.00 FEET TO THE **TRUE POINT OF BEGINNING (T.P.O.B.).**

CONTAINING 0.22 ACRES OR 9,696 SQUARE FEET, MORE OR LESS.

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), 2010.00 EPOCH, ZONE 5. THE DISTANCES SHOWN

HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAY BE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B2" AND BY THIS REFERENCE MADE PART HEREOF.

PREPARED UNDER MY SUPERVISION:



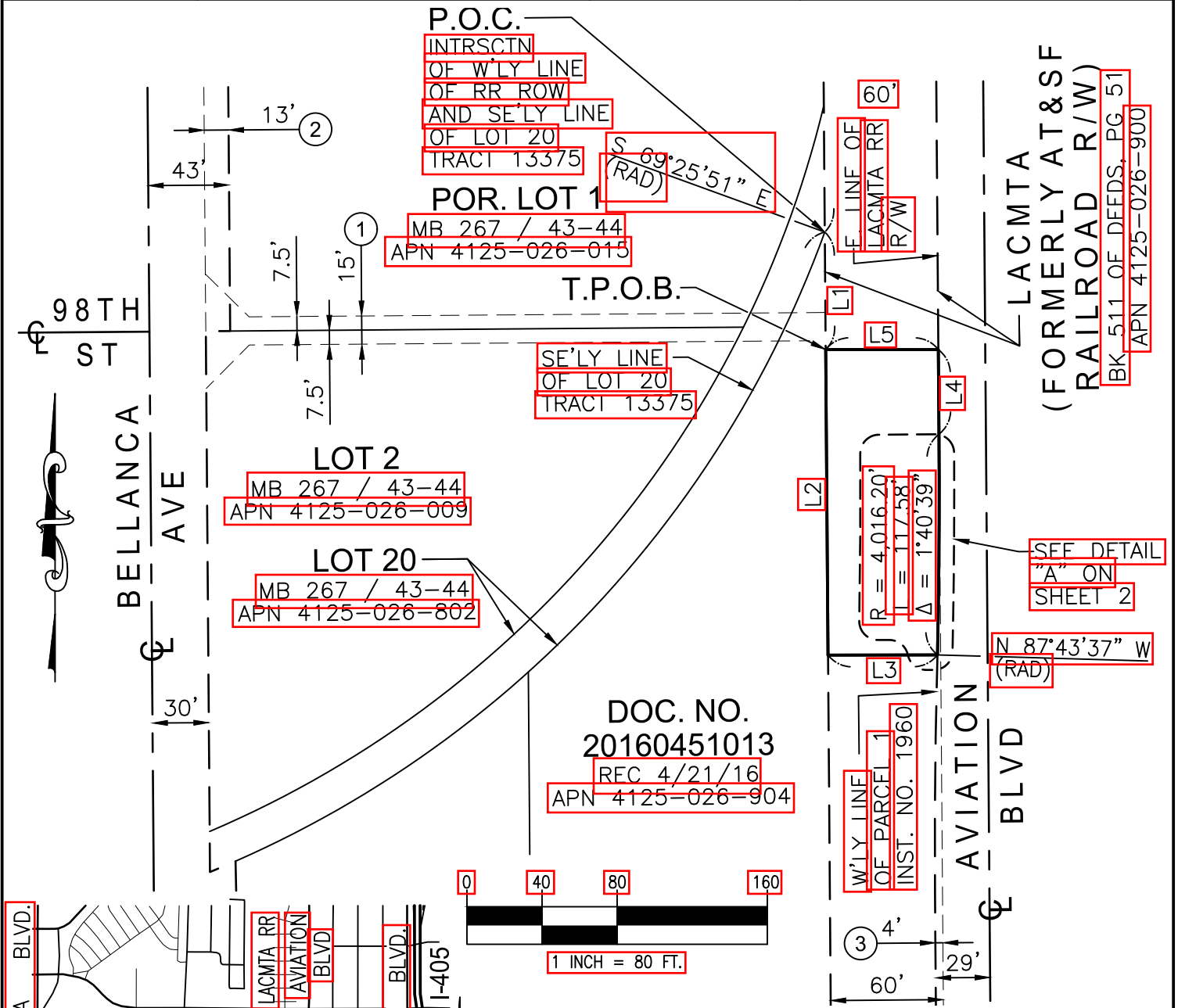
JOSHUA D. COSPER, P.L.S.
P.L.S. 8774, EXP. 12-31-20

10/28/19
DATE



EXHIBIT B2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-5C	PERMANENT STREET EASEMENT	9,696 SF	4125-021-900



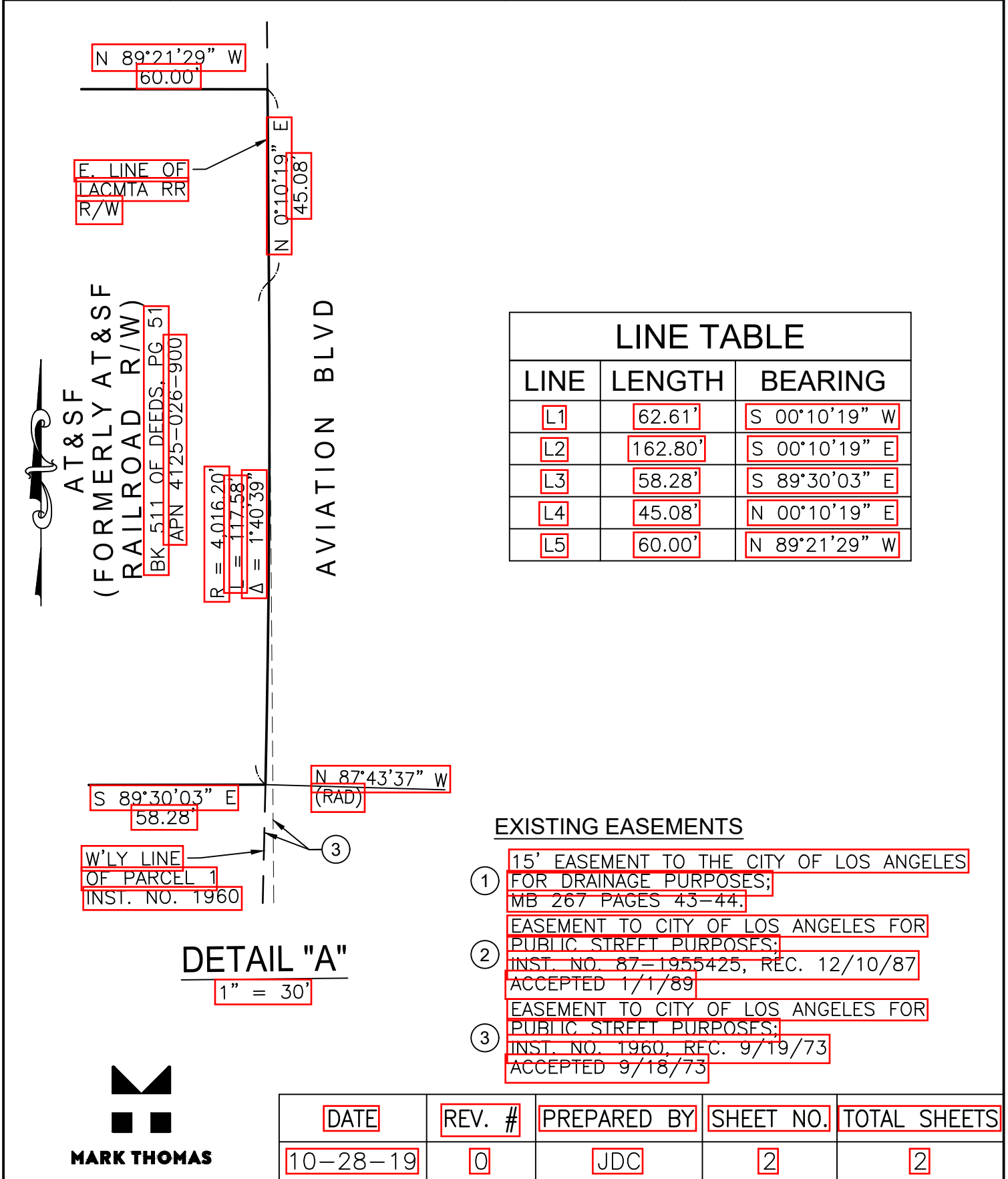
NOTE: REFER TO SHEET 2 FOR LINE / CURVE AND EASEMENT INFORMATION.

LEGEND	NOTES
[Solid Line] LIMITS OF DESCRIPTION	THE BASIS OF BEARINGS FOR THIS SURVEY IS CCS83, ZONE 5 (2010.00)
[Dashed Line] EXISTING RIGHT OF WAY	DISTANCES SHOWN HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAYBE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967
[Dotted Line] EASEMENT AS NOTED	
[Dash-dot Line] EXISTING PROPERTY LINE	

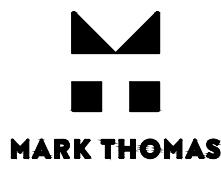
DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	JDC	1	2

EXHIBIT B2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-5C	PERMANENT STREET EASEMENT	9,696 SF	4125-021-900



LINE TABLE		
LINE	LENGTH	BEARING
L1	62.61'	S 00°10'19" W
L2	162.80'	S 00°10'19" E
L3	58.28'	S 89°30'03" E
L4	45.08'	N 00°10'19" E
L5	60.00'	N 89°21'29" W



DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	JDC	2	2

EXHIBIT "C1"
LEGAL DESCRIPTION
FEE INTEREST

THAT PORTION OF REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA DESCRIBED IN THE FINAL ORDER OF CONDEMNATION IN FAVOR OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RECORDED APRIL 21, 2016 AS DOCUMENT NUMBER 20160451013, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING (POINT OF BEGINNING) AT THE MOST NORTHERLY CORNER OF THE REAL PROPERTY DESCRIBED IN SAID DOCUMENT NUMBER 20160451013, SAID CORNER IS THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHWEST, HAVING A RADIUS OF 583.69 FEET, TO WHICH THE BEGINNING OF CURVE A RADIAL BEARS SOUTH 69°25'51" EAST, SAID CURVE IS ALSO THE SOUTHEASTERLY LINE OF LOT 20 OF TRACT NUMBER 13375, AS SHOWN ON MAP FILED FOR RECORD IN BOOK 267 OF MAPS, PAGES 43 AND 44 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY;

THENCE SOUTHWESTERLY ALONG SAID SOUTHEASTERLY LINE OF LOT 20, THROUGH A CENTRAL ANGLE OF 7°34'10", AN ARC LENGTH OF 77.11 FEET;

THENCE DEPARTING SAID SOUTHEASTERLY LINE OF LOT 20, SOUTH 69°12'11" EAST, A DISTANCE OF 10.51 FEET;

THENCE NORTH 45°00'00" EAST, A DISTANCE OF 16.17 FEET;

THENCE SOUTH 89°21'29" EAST, A DISTANCE OF 10.33 FEET TO THE WEST LINE OF THE 60 FOOT WIDE RAILROAD RIGHT OF WAY OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AS DESCRIBED IN THE DEED TO THE REDONDO BEACH RAILWAY COMPANY (PREDECESSOR IN INTEREST TO THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY WHO IS A PREDECESSOR TO SAID AUTHORITY) RECORDED NOVEMBER 3, 1888 IN BOOK 511, PAGE 51 OF DEEDS, RECORDS OF SAID COUNTY;

THENCE ALONG SAID WESTERLY LINE OF THE AUTHORITY RAILROAD RIGHT OF WAY, NORTH 0°10'19" EAST A DISTANCE OF 62.61 FEET TO THE **POINT OF BEGINNING**;

CONTAINING 0.022 ACRES OR 959 SQUARE FEET, MORE OR LESS.

BEARINGS AND DISTANCES ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), 2010.00 EPOCH, ZONE 5. THE DISTANCES SHOWN HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAY BE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967.

SEE PLAT ATTACHED HERETO AS EXHIBIT "C2" AND BY THIS REFERENCE MADE PART HEREOF.

PREPARED UNDER MY SUPERVISION:



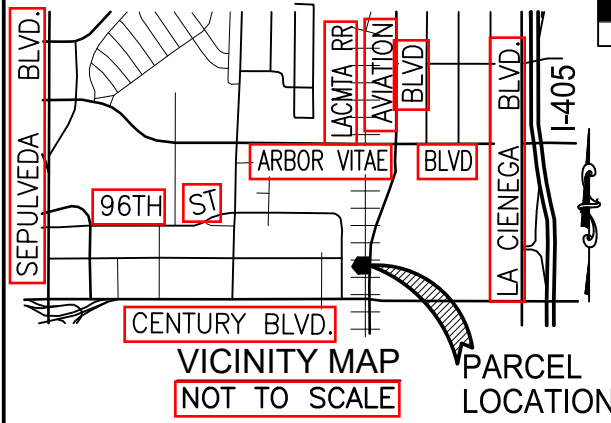
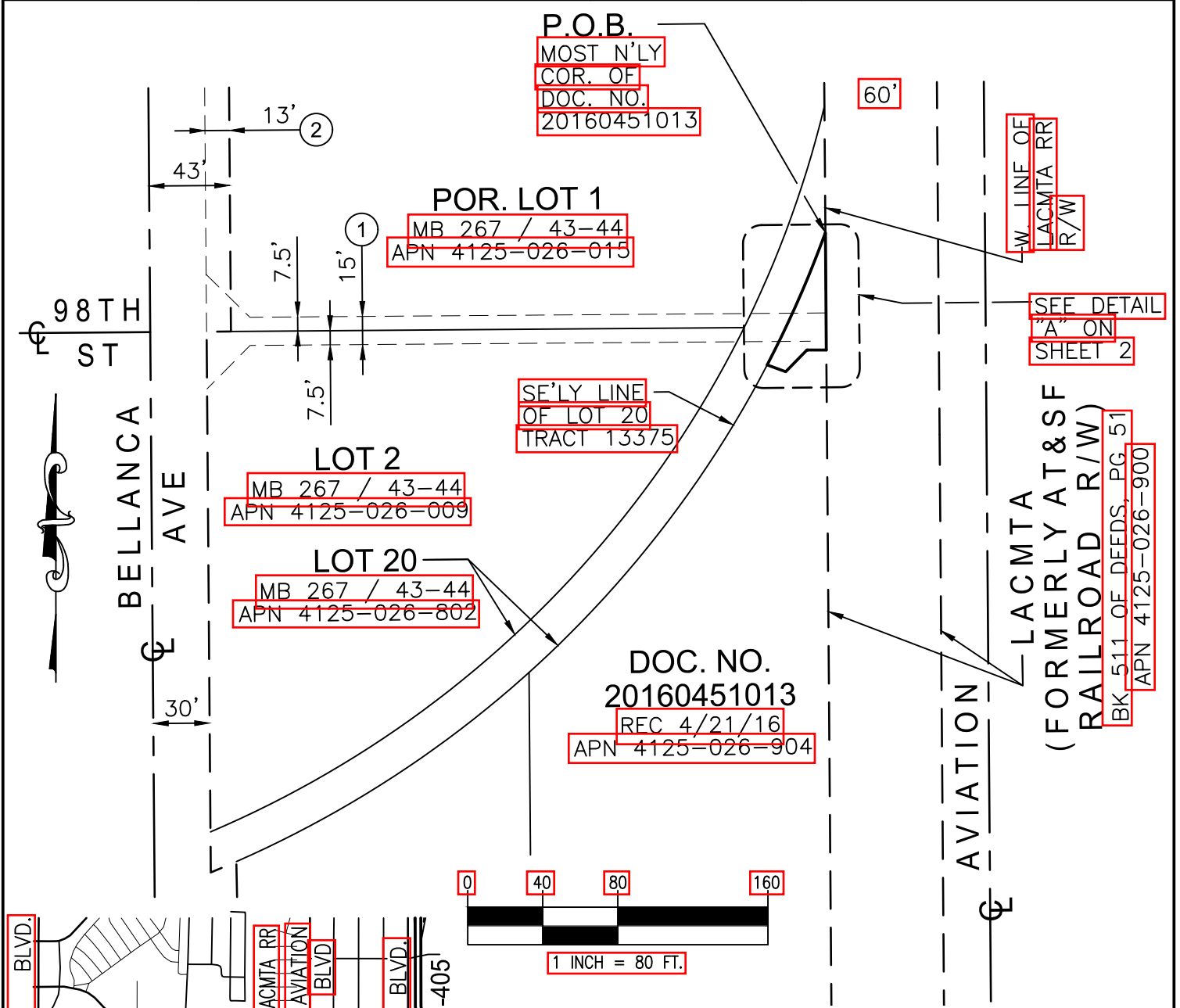
JOSHUA D. COSPER, P.L.S.
P.L.S. 8774, EXP. 12-31-20

10/28/19
DATE



EXHIBIT C2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-17B	FEE INTEREST	959 SF	4125-026-904



NOTE: REFER TO SHEET 2 FOR LINE / CURVE AND EASEMENT INFORMATION.

LEGEND	NOTES
<ul style="list-style-type: none"> LIMITS OF DESCRIPTION EXISTING RIGHT OF WAY EASEMENT AS NOTED EXISTING PROPERTY LINE 	<p>THE BASIS OF BEARINGS FOR THIS SURVEY IS CCS83, ZONE 5 (2010.00)</p> <p>DISTANCES SHOWN HEREIN ARE GRID DISTANCES. GROUND DISTANCES MAYBE OBTAINED BY DIVIDING GRID DISTANCES BY THE COMBINATION FACTOR OF 1.00001967</p>



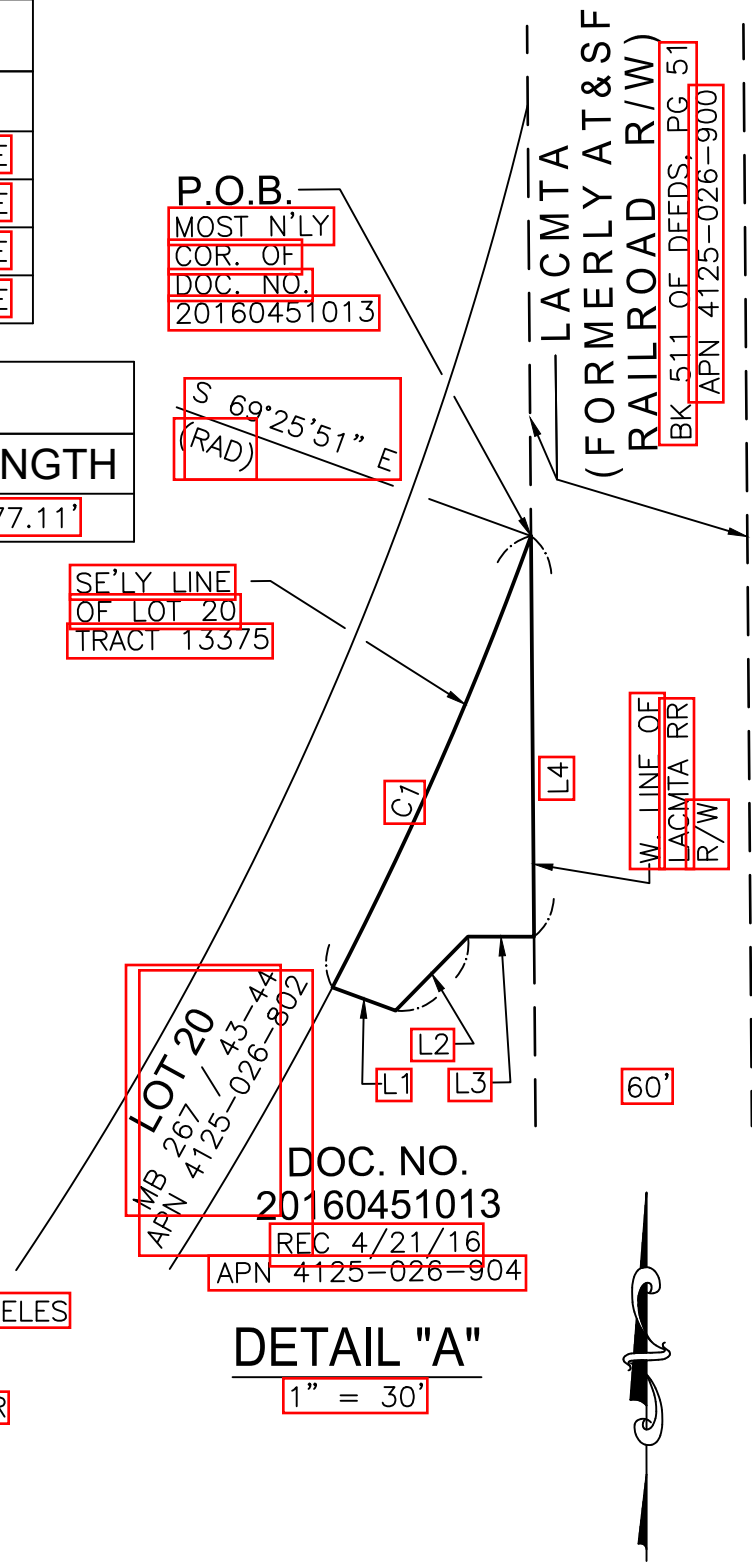
DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	JDC	1	2

EXHIBIT C2

PARCEL #	TYPE OF INTEREST	AREA	APN
4-17B	FEE INTEREST	959 SF	4125-026-904

LINE TABLE		
LINE	LENGTH	BEARING
L1	10.51'	S 69°12'11" E
L2	16.17'	N 45°00'00" E
L3	10.33'	S 89°21'29" E
L4	62.61'	N 00°10'19" E

CURVE TABLE			
LINE	RADIUS	DELTA	LENGTH
C1	583.69'	7°34'10"	77.11'



EXISTING EASEMENTS

- ① 15' EASEMENT TO THE CITY OF LOS ANGELES FOR DRAINAGE PURPOSES; MB 267 PAGES 43-44.
- ② EASEMENT TO CITY OF LOS ANGELES FOR PUBLIC STREET PURPOSES; INST. NO. 87-1955425, REC. 12/10/87 ACCEPTED 1/1/89

DOC. NO.
20160451013
REC 4/21/16
APN 4125-026-904

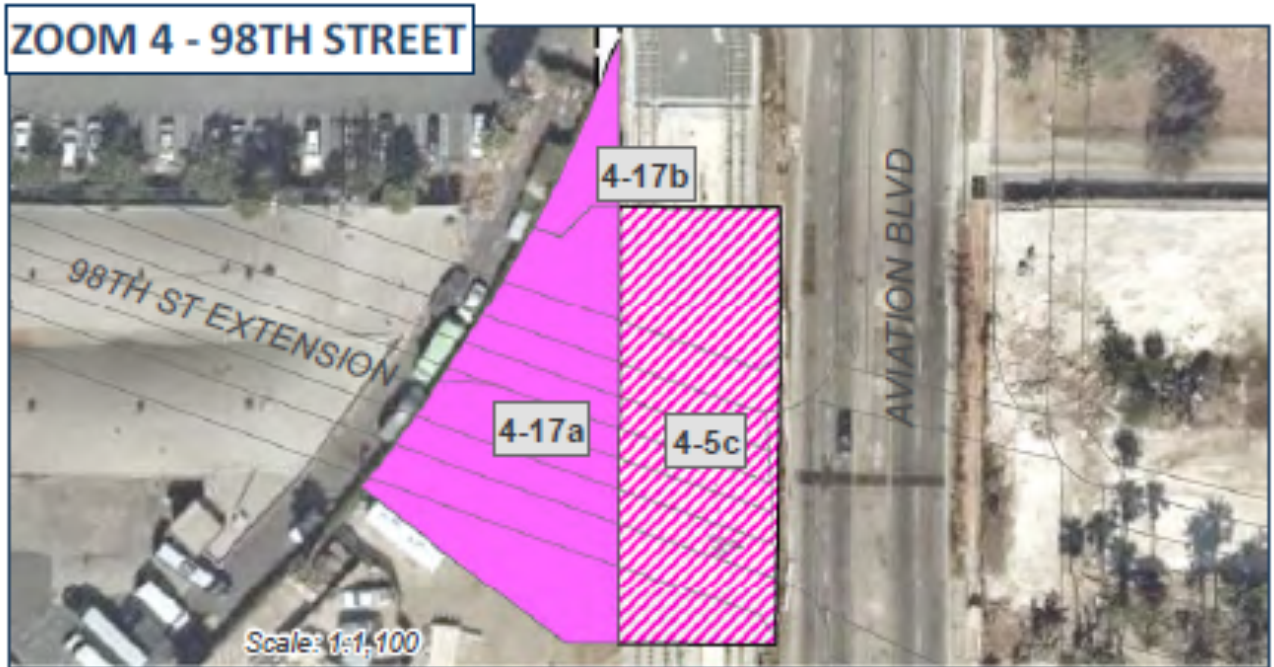
DETAIL "A"
1" = 30'



DATE	REV. #	PREPARED BY	SHEET NO.	TOTAL SHEETS
10-28-19	0	JDC	2	2

Exhibit "D"

Site Plan



Fee Interest Property = Parcel 4-17a, 4-17b

Easement Property = Parcel 4-5c



Board Report

File #: 2020-0089, File Type: Appointment

Agenda Number: 16.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020

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 is comprised of nine Representatives that serve a term of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

DISCUSSION

The individuals listed below have been nominated to serve by the Councils’ appointing authorities. If approved by the Board, these appointments will serve a three-year term or the remainder of the three-year term for a vacant seat. A brief listing of qualifications for the new nominees and the nomination letters from the nominating authorities are provided.

Metro seeks to appoint Service Council members reflective of the demographics of each respective region. Demographics of each Service Council region where these appointments are to be made is also provided with a comparison to the demographics of each Council’s members, should these appointments be approved is also provided.

Gateway Cities

The 2016 American Community Survey demographics of the Gateway Cities (GWC) Service Council region where these appointments are to be made as compared to the demographics of the membership of the Council with these appointments is as follows:

Race	Hispanic	White	Asian	Black	Other
GWC Membership	55%	45%	0%	0%	0%

Region Demographics	65.20%	15.20%	9.00%	8.30%	2.3%
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The demographic makeup of the Gateway Cities Service Council with the appointment of these nominees will consist of five (5) Hispanic members and four (4) White members as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- A. Maria Davila, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2023
- B. Samuel Peña, Gateway Cities Service Council, Re-Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2023
- C. Sean Ashton, Gateway Cities Service Council, New Appointment
Nominated by: Gateway Cities Council of Governments
Term Ending: June 30, 2023

San Fernando Valley

The 2016 American Community Survey demographics of the San Fernando Valley (SFV) Service Council region where these appointments are to be made as compared to the demographics of the membership of the Council with these appointments is as follows:

Race	Hispanic	White	Asian	Black	Other
SFV Membership	55%	45%	0%	0%	0%
Region Demographics	41.70%	40.90%	11.00%	3.50%	3.00%

Two members of the San Fernando Valley Service Council submitted their resignations effective December 11, 2020. One of the seats was filled on April 23, 2020 with an appointment to complete the remainder of the seat's term and to the subsequent term of July 1, 2020 - June 30 2023.

The demographic makeup of the San Fernando Valley Service Council with the appointment of these nominees will consist of five (5) Hispanic members and four (4) White members in terms of racial/ethnic identity. The gender breakdown of the Council will be five (5) men and four (4) women.

- D. Yvette Lopez-Ledesma, San Fernando Valley Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2023
- F. Robert Gonzales, San Fernando Valley Service Council, Re-Appointment
Nominated by: City of San Fernando
Term Ending: June 30, 2023

San Gabriel Valley

The 2016 American Community Survey demographics of the San Gabriel Valley (SGV) Service Council region where these appointments are to be made as compared to the demographics of the membership of the Council with these appointments is as follows:

Race	Hispanic	White	Asian	Black	Other
SGV Membership	33%	44%	22%	0	0
Region Demographics	49.90%	18.30%	26.20%	3.30%	2.3%

The demographic makeup of the San Gabriel Valley Service Council with the appointment of these nominees will consist of four (4) White members, three (3) Hispanic members, and two (2) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be eight (8) men and one (1) woman.

- G. Gary Floyd, San Gabriel Valley Service Council, New Appointment
Nominated by: The City of Pasadena
Term Ending: June 30, 2023

- H. John Harrington, San Gabriel Valley Service Council, Re-Appointment
Nominated by: The City of San Gabriel
Term Ending: June 30, 2023

- I. Alex Gonzalez, San Gabriel Valley Service Council, Re-Appointment
Nominated by: San Gabriel Valley Council of Governments
Term Ending: June 30, 2023

South Bay Cities

The 2016 American Community Survey demographics of the South Bay Cities (SBC) Service Council region where these appointments are to be made as compared to the demographics of the membership of the Council with these appointments is as follows:

Race	Hispanic	White	Asian	Black	Other
SBC Membership	33%	22%	22%	22%	0
Region Demographics	43.70%	22.80%	12.30%	17.20%	4%

An elected official previously appointed to the South Bay Service Council has termed out of elected office; the nominating authority has opted to nominate a replacement to fill the seat through the end of its term. This additional seat has a term of July 1, 2018 - June 30, 2021.

The demographic makeup of the South Bay Service Council with the appointment of these nominees will consist of three (3) Hispanic members, two (2) White members, two (2) Asian members, and two (2) Black members as self-identified by the members in terms of racial/ethnic identity. The gender

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

- J. Luis Duran, South Bay Service Council, Re-Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2023
- K. David Mach, South Bay Service Council, Re-/New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2023
- L. Rochelle Mackabee, South Bay Valley Service Council, New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2021
- M. Glenda Silva, South Bay Valley Service Council, New Appointment
Nominated by: South Bay Council of Governments
Term Ending: June 30, 2023

Westside Central

The 2016 American Community Survey demographics of the Westside Central Cities (WSC) Service Council region where these appointments are to be made as compared to the demographics of the membership of the Council with these appointments is as follows:

Race	Hispanic	White	Asian	Black	Other
WSC Membership	50%	12%	12%	25%	0
Region Demographics	43.20%	31.00%	13.30%	9.30%	3.1%

The demographic makeup of the Westside Central Service Council with the appointment of these nominees will consist of four (4) Hispanic members, one (1) White members, two (2) Black members, and one (1) Asian member as self-identified by the members in terms of racial/ethnic identity. The gender breakdown of the Council will be six (6) men and two (2) women. A nomination for additional seat on this Council with a term of July 1, 2020 through June 30, 2023 will be submitted by the nominating authority at a later date.

- N. Desa Philadelphia, Westside Central Service Council, Re-Appointment
Nominated by: Los Angeles Mayor Eric Garcetti
Term Ending: June 30, 2023
- O. David Feinberg, Westside Central Service Council, Re-Appointment
Nominated by: Westside Central Council of Governments
Term Ending: June 30, 2023

DETERMINATION OF SAFETY IMPACT

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

The alternative to approving these appointments would be for these nominees to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Councils to formulate and submit their recommendations to the Board. It would also result in the Service Councils having less diverse representation of their respective service areas.

NEXT STEPS

Staff will 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: Conan Cheung, Sr. Executive Officer, Service Development, Scheduling and Analysis, (213) 418-3034
Dolores Ramos, Chief Administrative Analyst, Regional Service Councils, (213) 922-1210

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



Phillip A. Washington
Chief Executive Officer

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS

Sean Ashton, Nominee for Gateway Cities Service Council



Sean Ashton was elected to the City of Downey's City Council in November 2014. Prior to being elected, Councilmember Ashton served as a commissioner on Downey's Green Task Force from 2011 to 2014, where he was twice elected as chairperson by the other commissioners.

Mr. Ashton has been a teacher at Heliotrope Elementary School in the Los Angeles Unified School District for the past 20 years. In that role, he has represented the teachers at Heliotrope as either the chapter chair or vice chair for United Teachers of Los Angeles since 2001.

Gary Floyd, Nominee for San Gabriel Valley Service Council

Gary Floyd is the Principal and Owner of Gary Floyd & Associates, a computer and construction consulting firm. He has served as a project manager, coordinator, and designer for multiple public agencies and events, such as the San Bernardino County Fire Department, Smithsonian Institution National Folklife Festivals, North Carolina's 400th Anniversary celebration.

Mr. Floyd is a longtime resident of Pasadena and has served as the Neighborhood Representative for North Pasadena Heights. He has previously served on the City of Pasadena's Historical Preservation Commission and is a current member of the Transportation Advisory Commission. He is also a longtime volunteer for the Tournament of Roses and the Topanga Banjo Fiddle Contest and Folk Festival.

David Mach, Nominee for South Bay Cities Service Council



David Mach is currently employed as a Senior Analyst in the City of Torrance's Transportation Department, which operates the City's municipal transit service, Torrance Transit. In that role, he is responsible for implementing and maintaining compliance with Federal, State and local mandates regarding Title VI, Limited English Proficiency, and Disadvantage Business Enterprises programs. He also deals with the details of transit planning such as route planning, network redesign, public outreach, data analysis, and route scheduling. Prior to joining the City of Torrance, he worked with OCBS Inc., a general contractor firm, where he managed contracts with cities and private firms for construction

and construction defect related projects.

Mr. Mach holds a Bachelor of Science (BS) in Anthropology from University of California, Riverside, and completed a Master of Urban and Regional Planning/ Transportation/Mobility Management from California State Polytechnic University-Pomona.

Rochelle Mackabee, Nominee for South Bay Cities Service Council



Rochelle Mackabee is a longtime resident of the Watts/Willowbrook community of South Los Angeles. She is employed as an Employment Training Specialist Case Manager for SER Jobs for Progress; a training program for seniors 55 years and older who are interested in returning to the workplace, based at the Inglewood One Stop Center.

Ms. Mackabee is an avid user of public transit. As a daily consumer of public transit, Metro services are of great interest and value to her both personally and as a community stakeholder.

Glenda Silva, Nominee for South Bay Cities Service Council



Glenda Silva serves as a Legislative Representative for Los Angeles World Airports (LAWA). She is involved in LAWA's Mobility Working Group, which is responsible for leading key mobility initiatives including the future ground transportation vision at Los Angeles International Airport (LAX). Ms. Silva also serves on Metro's Policy Advisory Council as LAWA's representative, providing input on Metro projects and policies considered by the Metro Board of Directors.


Ms. Silva has over 14 years of experience in public relations and stakeholder outreach on public works and transportation projects in diverse communities. She has assisted in the design, implementation and management of aggressive outreach and education strategies targeted at policymakers and stakeholders for various public and private projects. Before joining LAWA, she spent over six years as the Government and Community Relations Representative supporting the construction of the Exposition Metro Line with the Exposition Construction Authority. In 2014, she was appointed by Los Angeles Mayor Eric Garcetti to serve on the Los Angeles Department of Transportation Commission. During her time as commissioner, she served as President and Vice President, focusing on bringing innovative traffic solutions to the city. Ms. Silva is a resident of Playa Vista and holds a Bachelor of Arts in Legal Studies from the University of California, Santa Cruz.

APPOINTING AUTHORITY NOMINATION LETTERS

Gateway Cities Service Council

SOUTHEAST LOS ANGELES COUNTY

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Habra Heights
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Vernon
- Whittier
- County of Los Angeles
- Part of Long Beach



GATEWAY CITIES
COUNCIL OF GOVERNMENTS

May 7, 2020

Mr. Phillip A. Washington, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Washington:


Nominees for the Metro Gateway Cities Service Council

Acting in its capacity as the convening coalition of the Metro Gateway Cities Service Council, the Executive Committee of the Board of Directors of the Gateway Cities Council of Governments has nominated three members, two elected officials and one community member, to fill 3 seats expiring on June 30, 2020.

At its regularly scheduled meeting of May 6, 2020, the Gateway Cities Council of Governments Executive Committee of the Board of Directors nominated Council Member Maria Davila, City of South Gate, an elected official, Council Member Sean Ashton, City of Downey, and elected official, and Mr. Samuel Pena, a community member to fill the seats expiring June 30, 2020. A copy of the nominee's applications are 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



ERIC GARCETTI
MAYOR

March 12, 2020

Ms. Dolores Ramos
Chief Administrative Analyst
One Gateway Plaza
Los Angeles, CA 90012

Ms. Ramos,

I hereby reappoint Ms. Yvette Lopez-Ledesma to serve as a representative on the San Fernando Valley Council, for a three year term ending on June 30, 2023. Ms. Lopez-Ledesma's current term will expire on June 30, 2020

I certify that in my opinion Ms. Yvette Lopez-Ledesma is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI
Mayor

EG:cl

THE CITY OF
SAN FERNANDO

CITY COUNCIL

May 1, 2020

MAYOR
JOEL FAJARDO

VICE MAYOR
HECTOR A. PACHECO

COUNCILMEMBER
SYLVIA BALLIN

COUNCILMEMBER
ROBERT C. GONZALES

COUNCILMEMBER
MARY MENDOZA

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

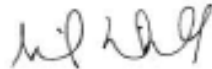
Dear Ms. Spivack,

On behalf of the East Cluster Cities of Burbank, Glendale and San Fernando, I submit the re-nomination of City of San Fernando Council Member Robert C. Gonzales to serve on the San Fernando Service Council for the term of July 1, 2020 - June 30, 2023.

The cities of Burbank, Glendale and San Fernando are all in agreement regarding the nomination of Council Member Gonzales to continue to fill this seat allocated to the Cities of Burbank, Glendale, and San Fernando.

Please let me know if you need any additional information.

Sincerely,



Nick Kimball
City Manager

cc: Just in Hess, City Manager, City of Burbank
Yasmin Beers, City Manager, City of Glendale

ADMINISTRATION
DEPARTMENT

117 MACNEIL STREET
SAN FERNANDO
CALIFORNIA
91340

OFFICE OF THE
CITY MANAGER
(818) 898-1202

PERSONNEL DIVISION
(818) 898-1220

WWW.SFCITY.ORG

San Gabriel Valley Service Council



City of San Marino

January 13, 2020

Metro San Gabriel Valley Service Council
One Gateway Plaza
Los Angeles, CA 90012-2952

RECEIVED

JAN 22 2020

LEGAL SERVICES

Re: City of San Marino Delegate and Alternate

To Whom It May Concern:

Enclosed is a certification of the appointment of Mayor John Harrington (City of San Gabriel) who will serve as the Delegate and Mayor Gretchen Shepherd Romey who will serve as the Alternate to the Metro San Gabriel Valley Service Council in the absence of Mayor Harrington.

Please advise if you require anything further. Thank you.

Sincerely,

Eva Heter
City Clerk

NMH/s
Enclosures



May 26, 2020

OFFICERS

President
Cynthia Sternquist

1st Vice President
Margaret Clark

2nd Vice President
Becky Shevlin

3rd Vice President
Tim Hepburn

Ms. Dolores Ramos
Metro Service Councils
1 Gateway Plaza, MS 99-7-1
Los Angeles, CA 90012

RE: Metro's San Gabriel Valley Service Council Representative

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

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. Ramos:

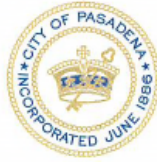
At their May 21, 2020 meeting, the San Gabriel Valley Council of Governments' Governing Board appointed Alex Gonzalez to serve on the San Gabriel Valley Metro Service Council. The effective term will be July 1, 2020 – June 30, 2023. Should you have any questions, please feel free to contact me at (626) 457-1800.

Sincerely,

Marisa Creter
Executive Director
San Gabriel Valley Council of Governments

cc: Alex Gonzalez

San Gabriel Valley Council of Governments
1000 South Fremont Avenue, Unit #42 ♦ Alhambra, California 91803



OFFICE OF THE CITY MANAGER

May 26, 2020

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 nomination to appoint Gary Floyd to serve as the representative for the Cities of La Cañada Flintridge, Pasadena, and Sierra Madre on the San Gabriel Valley Service Council for the term of July 1, 2020 - June 30, 2023.

The Cities of La Cañada Flintridge and Sierra Madre have neither recommended an alternate nominee nor voiced objections to our nomination of Gary Floyd, and we are confident that Mr. Floyd's knowledge and experience will serve the San Gabriel Valley Service Council well.

Please let me know if you need any additional information. Thank you for your consideration.

Sincerely,

Steve Mermell
City Manager

South Bay Cities Service Council



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

May 28, 2020

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 May 28, 2020 Board of Directors meeting, the SBCCOG Board approved the following nominees:

- Luis Duran (incumbent)
- Glenda Silva (new appointee)
- David Mach (new appointee)

These candidates are nominated to serve three-year terms to commence on July 1, 2020 through June 30, 2023.

An additional vacancy on the South Bay Service Council was created when current Councilmember Dan Medina termed out of office from the Gardena City Council. To fill his seat for the remainder of the July 2018 - June 30, 2021 term, the SBCCOG Board of Directors has approved the nomination of Rochelle Mackabee.

We respectfully request that the Metro Board appoint these nominees at the June 25, 2020 Metro Board meeting so that they can be seated in July 2020.

Thank you for your attention to this matter.

With gratitude,

A handwritten signature in black ink, appearing to read "Christian Horvath", is written over a horizontal line.

Christian Horvath, Chair
South Bay Cities Council of Governments

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



ERIC GARCETTI
MAYOR

March 12, 2020

Ms. Dolores Ramos
Chief Administrative Analyst
One Gateway Plaza
Los Angeles, CA 90012

Ms. Ramos,

I hereby reappoint Ms. Desa Philadelphia to serve as a representative on the Westside/Central Service Council, for a three year term ending on June 30, 2023. Ms. Philadelphia's current term will expire on June 30, 2020

I certify that in my opinion Ms. Philadelphia is qualified for the work that will devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti', with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

EG:cl



Date: April 16, 2020

To: Dolores Ramos, Chief Administrative Analyst, Metro

From: Cecilia Estolano, WSCCOG Executive Director
Winnie Fong, WSCCOG Project Director

CC: David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus

Subject: **Westside Cities COG Nomination to the Metro Westside/Central Service Council**

On Thursday, April 16, 2020 the WSCCOG Board voted unanimously to nominate Mr. David Feinberg, Transit Government Relations Officer of Santa Monica Big Blue Bus to continue serving another term as the WSCCOG representative to the Metro Westside/Central Service Council beginning July 1, 2020 through June 30, 2023.

Please accept this appointment on behalf of the WSCCOG Board. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Winnie Fong at winnie@estolanoadvisors.com or at (213) 612-4545.



Board Report

File #: 2020-0316, File Type: Contract

Agenda Number: 17.

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

SUBJECT: FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP5766200 with Link-Nilsen Corporation, for Fire-Life Safety Systems Testing and Certification services to exercise option year two in an amount not to exceed \$836,474, increasing the total contract value from \$3,462,243 to \$4,298,717 and extending the contract term from September 15, 2020 to September 15, 2021.

ISSUE

This contract option year one will expire on September 15, 2020. To continue providing the critically mandated services, a contract modification is required to exercise and increase the original value of option year two by \$350,000 from \$486,474 to \$836,474, increasing the total contract value from \$3,462,243 to \$4,298,717 and extending the contract term from September 15, 2020 to September 15, 2021.

BACKGROUND

This contract was awarded on August 25, 2016. The contractor is required to provide regulatory required testing, repair and certification services for fire/life safety five-year water-based systems throughout Metro bus and rail facilities, and the bus facilities annual water-based systems, elevators, emergency power and exit lighting systems, complex and basic fire alarm panels, supervising station fire alarm systems, automatic closing fire assemblies and emergency generators.

During the contract three-year base period, in January 2017 and thereafter, services were expanded to include the rail facilities 484 annual water-based systems, 136 elevators and 32 auto closing assemblies (fire doors that automatically close when activated by the fire alarm panel). These services were added to this contract due to the limited resources of LAFD Reg. 4 certified testers among Metro personnel and to ensure compliance with the LAFD Reg. 4 and fire/life safety testing requirements.

On June 28, 2018, Metro Board of Directors authorized the Chief Executive Officer to execute Modification No. 3 to Contract No. OP5766200 to increase the three-year base contract value in the amount of \$1,360,000, from \$1,623,895.90 to \$2,983,895.90.

DISCUSSION

This contract option year one will expire on September 15, 2020. However, since the scope of work has been expanded to include additional rail location services and repair work, there is limited funding remaining within the current contract option year one and additional authority is required along with exercising option year two, to complete all mandated Reg. 4 testing.

To continue providing on-time system-wide testing services, ensure compliance with fire/life safety Reg. 4 requirements and deliver as-needed maintenance services, a contract modification is required.

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business Enterprise (SBE) goal for this contract. Link-Nilsen Corp., made an 11% SBE commitment and is currently exceeding this goal with 22.19% participation.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure providing on-time fire/life safety testing and maintenance services in accordance with regulatory requirements and guidelines and to ensure delivering safe, quality, timely, and reliable services to our customers and the public.

FINANCIAL IMPACT

Subject to Board approval of the FY21 Budget, funding of \$853,573 is to be allocated under cost center 8370 - Facilities Maintenance Contracts and Administration, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

Current funding for this action includes Proposition A/C, TDA, STA, Fares, and Advertising. Using these funding sources maximizes project funding allocations allowed by approved funding provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 5; Provide responsive, accountable, and trustworthy governance within the Metro organization. By providing on-time fire/life safety testing and maintenance services Metro remains in compliance with fire/life safety regulatory requirements and provides a safe environment for employees and patrons.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

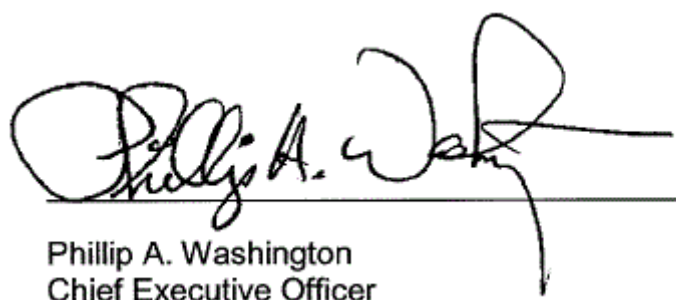
Upon Board approval, staff will execute Modification No. 6 to Contract No. OP5766200 with Link-Nilsen Corp., to exercise option year two and continue providing the mandated fire/life safety testing and critical maintenance services. Staff will also monitor all expenditures associated with this contract modification to ensure remaining within approved cash flow limits for FY21.

ATTACHMENTS

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

Prepared by: Lena Babayan, DEO, Facilities Maintenance, Contracts & Administration (213) 922-6765
Carlos Martinez, Sr. Manager, Facilities Maintenance, Contracts & Administration (213) 922-6761

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION
SERVICES/OP5766200

1.	Contract Number: OP5766200		
2.	Contractor: Link-Nilsen Corporation		
3.	Mod. Work Description: Exercise Option Year Two		
4.	Contract Work Description: To provide Fire-Life Safety Systems Testing and Certification services		
5.	The following data is current as of: 5/4/20		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/25/16	Contract Award Amount: \$1,388,558
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$2,073,685
	Original Complete Date:	9/15/20	Pending Modifications (including this action): \$836,474
	Current Est. Complete Date:	9/15/21	Current Contract Value (with this action): \$4,298,717
7.	Contract Administrator: Rommel Hilario		Telephone Number: (213) 922-4654
8.	Project Manager: Lew Yonemoto		Telephone Number: (213) 922-6733

A. Procurement Background

This Board Action is to approve Modification No. 6 to Contract No. OP5766200 to Link-Nilsen Corporation (Link-Nilsen) for fire/life safety regulatory mandated testing, repair and certification services in accordance with LAFD Regulation 4. This contract modification exercises the second option year, increasing the total not-to-exceed contract amount from \$3,462,243 to \$4,298,717 and extending the contract term to September 15, 2021.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

In August 2016, the Board approved a five-year contract (three-year base term with two, one-year options), to Link-Nilsen to provide annual testing, calibration, repair, re-testing, and certification of water based fire suppression systems, simple and complex fire alarm panels, related sensors, systems and fire-life safety equipment in accordance with the requirements of the Los Angeles Fire Department (LAFD) Chief's Regulation 4 Procedures (Reg 4), the National Fire Prevention Association (NFPA) 72 and NFPA 25 as amended by California Code of Regulations (CCR) Title 19.

Refer to Attachment B – Contract Modification/Change Order Log for modifications issued to date.

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis and are subject to prevailing wage.

Proposed Amount	Metro ICE	Award Amount
\$836,474	\$836,474	\$836,474

CONTRACT MODIFICATION/CHANGE ORDER LOG

FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION
SERVICES/OP5766200

Mod. No.	Description	Date	Amount
1.	Add funding for Reg. 4 testing	10/24/17	\$100,000
2.	Add funding for Reg. 4 testing	1/3/18	\$135,338
3.	Add funding for Reg. 4 testing	7/10/18	\$1,360,000
4.	Modification to Statement of Work	4/2/18	\$0
5.	Exercise Option Year No. 1	9/18/19	\$478,347
6.	Exercise Option Year No. 2	PENDING	\$836,474
	Modification Total:		\$2,910,159
	Original Contract:	8/25/16	\$1,388,558
	Total Contract Value:		\$4,298,717

DEOD SUMMARY

**FIRE-LIFE SAFETY SYSTEMS TESTING AND CERTIFICATION
SERVICES/OP5766200**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Small Business participation goal for this project. Link-Nilsen Corporation made an 11% Small Business Enterprise (SBE) commitment for this contract. Based on payments reported, the contract is 88% complete. Link-Nilsen is exceeding its SBE commitment with 22.19% SBE participation.

Small Business Commitment	SBE 11%	Small Business Participation	SBE 22.19%
----------------------------------	----------------	-------------------------------------	-------------------

	SBE Subcontractor	% Committed	% Participation
1.	Certified Testing Specialist	11%	22.19%
	Total SBE Participation		22.19%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage / 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 monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2020-0353, **File Type:** Informational Report

Agenda Number: 24.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020**

SUBJECT: REPORT ON FREE STUDENT FARES FEASIBILITY STUDY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

1. APPROVE working with Los Angeles Unified School District (LAUSD), Pasadena Unified School District (PUSD) and other districts to implement the K-12 U-Pass Program for Homeless Student Support Services
2. APPROVE working with Los Angeles Community College District (LACCD), University of California Los Angeles (UCLA) Graduate Student Association (GSA) and other schools and districts to implement the transportation fees approved through the student referendums under the existing U-Pass program
3. APPROVE working with LA County schools and districts to conduct student surveys and other collect other data needed to implement additional student pass programs

ISSUE

In January 2020, the Metro Board approved a motion directing the CEO to return to the Board in June 2020 with a report detailing various aspects of existing state and regional K-12 and college fare programs to help assess the feasibility of providing free transit passes to students in Los Angeles County. The motion stated that Metro's "existing student pass program has multiple barriers to entry and a high administrative burden that could be avoided through a universal program" and that "access to transportation is the single greatest factor in the odds of escaping poverty and avoiding homelessness." The Board requested a variety of information in the report, including performance reviews of similar existing programs, cost estimates for administration and operations, farebox impacts, needs assessment of schools and communities in the county, analysis of effects on ridership and operations, outreach to other transit agencies in the county, and recommended actions to reduce barriers to ridership.

DISCUSSION

Although the COVID-19 pandemic has closed schools and greatly reduced transit ridership, a 14-page Board Box (Attachment A) was published that contained the information that was available prior to the closures and proposed next steps in the process of moving toward more affordable transit passes for students in Los Angeles County.

The recommendations included:

1. Moving forward with implementing K-12 U-Pass Programs for Homeless Student Services with LAUSD, PUSD, or any other school district that expresses interest as approved by the Metro Board in January 2020 as Item #43, File #[2019-0879](#). Launching this program for this group first will give us data to determine how much funding will be needed to cover the cost of providing free transit passes in the future. It will also help us determine the best way to administratively implement the program, since we will need assistance from the school districts with the application and pass distribution process. While this would likely result in a revenue loss for Metro, it would also establish a cost sharing model for these programs and provide a mechanism for testing administrative processes that can be scaled up to include more schools and districts in the future, while fulfilling the Board directive of focusing on equity by helping the students with the greatest need first.
2. Working with LAUSD and other districts to survey students while they are “Safer at Home” to gather additional details about future transportation needs
3. Working with Move LA, LA Promise Fund and LAUSD to survey students at Manual Arts High School to gather information on barriers to utilizing free transit passes under the “Just Transit” Pilot Program

Additionally, the UCLA Graduate Student Association (GSA) recently voted to increase the GSA student fee by \$25.04 per quarter or \$37.56 per semester (depending on program of study), for a duration of three years, from Fall 2020 through Spring 2023 in order to provide unlimited free access for graduate students on all public transportation providers in Los Angeles County who are participating in Metro’s U-Pass Program.

Similarly, students at eight of the nine Los Angeles Community College District (LACCD) campuses recently approved a \$13 per semester fee to offset U-Pass costs. U-Pass Programs exists at 4 of the 9 LACCD schools, plus College Promise Program participants at all 9 schools. Metro staff estimates that \$13 fee will cover the cost of participation for up to 8% of LACCD students (Attachment B). However, there is a need to identify a funding source for a potential gap in funding of up to \$10 Million per year, based on LACCD estimates that up to 40% of students would participate. Therefore, staff also recommends working with LACCD, UCLA and other schools and districts to implement the Transportation Fees approved through these student referendums under the guidelines of the existing U-Pass Program.

DETERMINATION OF SAFETY IMPACT

This program does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this request will have no impact on safety.

FINANCIAL IMPACT

In FY '19, the U-Pass Program generated \$2.7 million in total revenue and paid \$112,595 in reimbursements to other agencies.

Impact to Budget

The funding source for the MCS programs is Enterprise Fund operating revenues including sales tax and fares. The source of funds for this action, operating revenues, is eligible to fund bus and rail operating and capital expenditures.

The continued expansion and support of the U-Pass program may warrant an evaluation of the staffing for future years as part of the budget process.

ALTERNATIVES CONSIDERED

1. Metro will continue to offer the regular monthly College/Vocational and K-12 Reduced Fare Passes for students and schools not participating in the U-Pass pilot program.

NEXT STEPS

1. Establish U-Pass agreements with K-12 schools to support homeless student services programs.
2. Establish additional U-Pass agreements with colleges and universities to aid in the implementation of student referendums
3. Work with Move LA, Manual Arts High School, LAUSD and other districts to survey students
4. Establish External Working Group with school districts, regional transit agencies, and other stakeholders to make sure we are moving forward together
5. Continue to grow ridership at all partner schools by 10% each year.
6. Continue to seek additional funding to further reduce the cost of the program to schools and will work with schools to identify other sources of funding such as grants, parking fees and/or fines, student association fees, and/or activity fees and/or referendums and as a means of subsidizing the program.
7. Continue to partner with schools to address transit service and service alignment issues.

ATTACHMENTS

Attachment A - Report on Free Student Fares Feasibility Study

Attachment B - LACCD Pilot Program Metro CEO Response Letter 05-28-19

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April 30, 2020

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON 
CHIEF EXECUTIVE OFFICER

FROM: YVETTE RAPOSE 
CHIEF COMMUNICATIONS OFFICER

SUBJECT: REPORT ON FREE STUDENT FARES FEASIBILITY
STUDY

ISSUE

In January 2020, the Metro Board approved a motion directing the CEO to return to the Board in April 2020 with a report detailing various aspects of existing state and regional K-12 and college fare programs to help assess the feasibility of providing free transit passes to students in Los Angeles County. The motion stated that Metro’s “existing student pass program has multiple barriers to entry and a high administrative burden that could be avoided through a universal program” and that “access to transportation is the single greatest factor in the odds of escaping poverty and avoiding homelessness.” The Board requested a variety of information in the report, including performance reviews of similar existing programs, cost estimates for administration and operations, farebox impacts, needs assessment of schools and communities in the county, analysis of effects on ridership and operations, outreach to other transit agencies in the county, and recommended actions to reduce barriers to ridership.

Although the COVID-19 pandemic has closed schools and greatly reduced transit ridership, this report contains information available prior to the closures and proposes next steps in the process of moving toward more affordable transit passes for students in Los Angeles County.

DISCUSSION

An internal working group was established to examine each of the topics listed in the Board Motion and compile the information in this report. The internal working group was comprised of representatives from various Metro Departments, including Marketing, TAP, Reduced Fare, Government Relations, Office of Management and Budget (OMB), County Counsel, Service Planning, Operations, Internal Audit, and Systemwide Safety and Security.

In addition, staff reached out to a wide variety of transit agencies, including those mentioned in the Board Motion, and held meetings with various stakeholders, including Los Angeles Unified School District (LAUSD), Pasadena Unified School District (PUSD), and the City of Los Angeles.

Existing Transit Programs

The Board motion requested a review of the performance of existing free transit programs for K-12 students, including the City of Los Angeles' DASH to Class program, Metro's Just Transit pilot with LAUSD, programs from other school districts, and the City of Sacramento's RydeFreeRT program.

Metro U-Pass Program

Metro's existing U-Pass program has established a very successful model of providing affordable transit to students through a cost-sharing model with the students, schools/districts, cities, and Metro, where the school is billed for actual rides at the reduced rate of \$0.75 per boarding and the schools are also able to charge students a participation fee, as long as that fee does not exceed the cost of the program. The program now includes twenty (20) colleges and one (1) high school and has over 19,000 participants per semester. The current average cost of the program based on actual usage is about \$6.00 per week, and the pass is good for unlimited rides on Metro and nine other transit agencies. U-Pass participation increased 49% from Fall 2018 to Fall 2019 (13,178 to 19,656 participants) and has increased 135% since its launch in Fall 2016 (8,367 to 19,656).

Prior to the U-Pass launch, there were approximately 7,000 students utilizing Metro's Institutional Transit Access Pass (ITAP) and an additional 7,000 using the College/Vocational Reduced Fare TAP card, for a total of 14,000 college riders. Today there are 19,656 U-Pass Participants and 10,289 active College/Vocational TAP cards for a total of 29,945 college riders. This is an increase of 114% over the last four years. From August 2019 to February 2020, there were 2.44 million U-Pass boardings and 1.45 million College/Vocational boardings on Metro and other LA County transit agencies for a total of 3.89 million boardings for the Fall/Winter semester.

The use of TAP “smart chip” stickers applied to student IDs in the U-Pass Program enables Metro to streamline the application and distribution process through the schools and to collect a higher level of data than other transit agencies with similar programs that may only be using paper “flash pass” stickers or student IDs for boarding purposes.

Los Angeles Department of Transportation (LADOT) DASH to Class

The DASH to Class Program offers free rides on LADOT’s DASH services to all K-12 and College/Vocational students. This program is funded through the State of California’s Low Carbon Transit Operations Program (LCTOP). Free boardings are recorded as full fare and reimbursed to the agency via LCTOP funding. Prior to launch, the majority of student riders on DASH were paying with cash at \$0.50 per boarding. The projected annual ridership for the first year of the DASH to Class Program was 480,000 boardings, which represented \$240,000 in lost fare revenue reimbursed by LCTOP funds. Metro currently uses LCTOP funding for other programs, such as capital projects and operations.

The DASH to Class Program requires participants to acquire a Metro Reduced Fare Student, College/Vocational TAP Card, or U-Pass Sticker to be eligible for free fare, but it allows students to board free with any student ID to give them time to apply and receive their Reduced Fare TAP cards. The program launched on August 20, 2019 and over the first 5 months, approximately 46% of the 220,000 total boardings were not on a TAP card (student ID only). During the first five full months of the program, DASH saw a year-over-year increase in ridership of 134% for K-12 boardings, from 44,903 rides in FY ‘19 to 105,078 rides in FY ‘20, and an increase of 198% for College/Vocational boardings from 4,564 to 9,058. LADOT estimates that the total number of "DASH to Class" boardings over the first five months was approximately 220,000, which would have put them on track to achieve 528,000 boardings for the full year (10% above their initial projections), prior to the school closures due to COVID-19. However, with schools out of session through the end of the school year, student ridership has been significantly reduced.

LADOT DASH Year-Over-Year Ridership						
K-12 Student	Sep	Oct	Nov	Dec	Jan	Grand Total
FY 2019	9,693	12,435	9,015	6,512	7,248	44,903
FY 2020	17,663	26,145	20,238	20,794	20,238	105,078
Difference	7,970	13,710	11,223	14,282	12,990	60,175
	82%	110%	124%	219%	179%	134%
College/Voc	Sep	Oct	Nov	Dec	Jan	Grand Total
FY 2019	921	1,194	878	720	851	4,564
FY 2020	2,596	3,228	2,230	2,637	2,931	13,622
Difference	1,675	2,034	1,352	1,917	2,080	9,058
	182%	170%	154%	266%	244%	198%

“Just Transit” Manual Arts Pilot Program

The Manual Arts High School U-Pass Pilot Program also launched on August 20, 2019. The program is funded through a “Just Transit” grant received by Move LA from the 11th Hour Schmidt Family Foundation and administered by LA Promise Fund through their on-campus College Center. In order to register for the program, students are required to complete Metro’s K-12 Reduced Fare Application along with a supplemental application that asks additional questions about how the student usually travels to school and other activities, how they currently pay for transit, and how many miles they live from campus. Application packets may be completed online or on paper and both are available in English and Spanish (https://lametro.formstack.com/forms/upass_k12_manual_arts).

The program uses the U-Pass stickers with embedded TAP chips applied to student IDs to track ridership and total boardings per semester are invoiced back to Move LA at the U-Pass rate of \$0.75 per boarding capped at the K-12 Monthly Reduced Fare rate of \$24 per month. U-Passes are valid on Metro, DASH and eight other transit agencies, including Culver CityBus, GTrans, Long Beach Transit, Montebello Bus, Norwalk Transit, Pasadena Transit, Santa Monica Big Blue Bus, and Torrance Transit. The passes are good for the entire 40-week school year.

Because the funding received would only cover 400 passes, Move LA initially chose to distribute the passes only to members of the junior class. However, as of February 2020, only 161 students had completed the registration process, which was 40% of the 400 available passes. Because of the low participation, the program was made available to all students on campus. Thirty-six (36) of the 161 (22%) who had registered had not yet picked up their passes, so there were 125 active participants. While the group of 125 active users only represents 31% of the 400 available passes, it represents 9% of the 1,400 students on campus that are actively riding transit. (Comparatively, according to the USC Price School of Public Policy, only 6.8% of Angelenos utilize public transit. <https://www.kcet.org/shows/neighborhood-data-for-social-change/transit-ridership-in-los-angeles-county-is-on-the-decline>). To gain a better understanding of contributing factors, Move LA and LA Promise Fund will conduct surveys of students not participating to determine what barriers are keeping them from joining the program and those not riding to determine why they were not using their passes prior to the school closures.

As of February 24th, there was a total of 8,639 boardings for the Fall ‘19/Winter ‘20 Pass Period: 8,198 (95%) on Metro, 392 (4.5%) on DASH, 31 (0.4%) on Santa Monica Big Blue Bus and 18 (0.2%) on Culver CityBus. Therefore, 125 students rode an average of 2.6 boardings per week for 27 weeks in the Fall/Winter semester. The average trip distance self-reported by students was 0.3 miles.

Based on the registration data, only 3 of the 161 (4%) registered participants in the pilot program stated they did not previously ride Metro. Prior to joining the program, 59% already travelled to school via transit, 29% walked and 1% biked. Only 11% travelled by car and were dropped off at school. Based on how students said they were paying for transit prior to joining the U-Pass Program, Metro would have collected \$42,864 over the previous 6-month period, versus \$6,479 collected from the U-Pass program. This represents an 85% reduction in revenue and average revenue loss of approximately \$40 per student per month.

Long Beach Transit LBUSD Pilot Program

Long Beach Transit (LBT) is currently running several student pass programs with Long Beach Unified School District (LBUSD). In a new pilot program that started at Millikan High School this year, students can purchase \$30 discount monthly passes or stored value through their student store on campus. Millikan was chosen for the pilot because they are a commuter school with fewer students walking to campus. In February 2020, they had 293 participants out of approximately 4290 students (6.8%) and an average boarding rate of 24 boardings per month. However, some students still prefer to pay cash at \$1.25 per boarding. Because these passes are loaded on regular TAP cards and not K-12 Student Reduced Fare TAP Cards, there is no application process. Since this is a special rate for Millikan High School, students are only able to purchase the \$30 monthly pass on campus. LBUSD does not subsidize the cost of this program, but they offer two other programs, one for Homeless Student Services and one for chronically absent students, that are paid for by the school district at the regular LBT Student rate of \$40 per participant per month. The “Other Agency” data listed below includes DASH and LBT boardings:

Student and College Vocational (CV) Pass Use Summary			
Pass Type	Aug 2018 - Feb 2019	Aug 2019 - Feb 2020	Change
Metro K-12 Boardings	5,212,329	4,347,613	-17%
Other Agency K-12 Boardings	611,419	705,446	15%
U-Pass K-12 Boardings	-	8,639	
Total K-12 Boardings	5,823,748	5,061,698	-13%
 			
Metro CV Boardings	1,800,047	1,379,359	-23%
Other Agency CV Boardings	80,419	69,546	-14%
U-Pass CV Boardings	1,820,631	2,433,788	34%
Total CV Boardings	3,701,097	3,882,693	5%
 			
Metro K-12 Unique Users	64,020	57,224	-11%
Metro CV Unique Users	12,797	10,289	-20%
U-Pass CV Unique Users	13,178	19,653	49%
Total Unique Student Passes	89,995	87,166	-3%

Recent Student and College/Vocational Boardings During "Safer at Home"					
	Average Boardings	Mar-20	Change	4/1-4/23	Change
Metro Student	724,602	346,943	-52%	3,098	-99.6%
Metro CV	117,574	107,710	-8%	2,971	-97.5%
Muni Student	229,893	54,401	-76%	32	-99.99%
Muni CV	11,591	5,318	-54%	4	-99.97%

Sacramento's RydeFreeRT

Sacramento Regional Transit (SacRT) launched the RydeFreeRT Program in October 2019, which offers youth/students free access to the entire SacRT network, including buses, light rail, and Smart Ride on-demand microtransit service. SacRT initially estimated the potential revenue loss for the one-year pilot program would be \$1.5 Million. The City of Sacramento paid \$1 million (67%) of the projected revenue loss. Local school districts and other participating cities paid \$200,000 (13%), and the \$300,000 (20%) balance was absorbed by SacRT. SacRT anticipates that Year Two will be fully funded by the City of Sacramento, along with other participating cities and local school districts.

The program uses "flash pass" stickers, which are distributed to over 300 schools. There is no application process. All students at a participating school have a "flash pass" sticker attached to their student ID card and parents can remove the sticker if they don't want the student to have access to transit. Anyone can also pick up stickers from libraries and customer centers, as there is no verification requirement in place. Student boardings have increased by 106% year-over-year. Total systemwide boardings have increased 5%, which is still 20% less than total boardings five years ago.

Barriers to Student Ridership

Staff believes the following issues are barriers for students to utilize free or reduced fare transit programs:

Application Process

Because U-Pass program participation increased significantly when the application process was simplified, staff believes simplifying the K-12 application process could have a similar effect. The application form itself was streamlined at the beginning of the school year, making it easier to complete, however, more improvements could be made, including asking the schools to help with the process.

In initial conversations with TAP and LAUSD, both agree that an application, or an option to opt in or out of a transit program, could be added to existing school registration forms. In looking at this option, we could also consider utilizing

existing Reduced Fare Agents to perform sticker or card activation and distribution.

Fare Media – TAP Cards or Stickers

LAUSD, LBUSD, Pasadena Unified School District (PUSD), and others already have systems in place for distributing separate TAP cards each month with full monthly student fare or stored value to homeless students under the McKinney-Vento Act. Separate from the K-12 and College/Vocational Reduced Fare TAP Cards, the U-Pass Program currently uses stickers with TAP chips in them affixed to student IDs to allow students to board covered services. We are also working on several pilot programs to test using ID Cards with TAP chips embedded in them.

In discussions with SacRT, their staff brought up issues of families not wanting to be “tracked” through a TAP-like system and not wanting to share Personally Identifiable Information (PII). However, this could be solved by using a U-Pass type process with Metro only using TAP ID numbers to aggregate boardings and schools not receiving individual boarding data. Currently, all TAP programs are only allowed to share aggregate data in compliance with California Streets and Highways Code Section 31490 and other applicable privacy and information security laws, and Metro is not permitted to provide any personally identifiable information regarding its patrons.

Farebox Impact

Per Metro’s Office of Management and Budget, there were approximately 29 million K-12 boardings in FY ’19, with 20 million of those being paid with cash at \$1.00 per boarding for total in \$27 million of revenue.

In FY ’19, U-Pass Program for K-12 and college had 3.7 million boardings (a 22% increase over FY ’18 boardings of 3.04 million) and resulted in \$2.8 million dollars in revenue. College/Vocational Reduced Fare Revenue was over \$2.1 million bringing the total student fare revenue for FY ’19 to approximately \$32 million.

However, in the K-12 U-Pass Program Pilot group, 40% of students who registered self-reported that they were already using K-12 reduced fare and 54% said were paying by full fare monthly passes, weekly passes, or stored value. Similarly, in the U-Pass Program, 20% of participants reported they were already using College/Vocational Reduced Fare passes, but 59% said they were utilizing stored value or full-fare Metro 30-Day or EZ Regional passes. This suggests that the actual lost fare revenue may exceed the \$32 million, when you take into account the students currently paying full fare.

In addition, a 2019 UCLA Assessment of Los Angeles Metro's U-Pass Program by Ryan Yowell found that, even fully paid, the U-Pass Program may be costing Metro more than \$100 per student per semester in lost revenue. "Because 55 percent of U-Pass participants report paying full transit fares before the program, the revenue generated from new riders does not recoup revenue losses resulting from existing riders taking advantage of the lower per-ride fare. For Metro to break even on U-Pass fare revenue based on students' previous ridership and payment behavior, the proportion of new riders would need to increase from 20 percent to 64 percent of the total U-Pass participant population."

<https://escholarship.org/uc/item/52p581ph>

Cost Estimates for Administration and Operations

Metro's Reduced Fare Office processes regional TAP Reduced Fare applications for; Student K-12, College/Vocational, Senior and Disabled TAP Cards.

Currently, there are fifteen (15) permanently assigned Full Time Employees (FTEs) to the Reduced Fare team. However, due to the increase of Student TAP applications, three additional FTEs were temporally assigned, on loan to the Reduced Fare team to process over 3,200 monthly student TAP card applications in FY20. The Reduced Fare Office has received an increase of 900 Student TAP applications per month since the August 2019 launch of the DASH to Class Program. It is estimated an additional three (3) full-time FTEs will be required to process the increase of Student TAP applications.

Metro's K-12 Student Reduced Fare Application form was updated in late August 2020 to begin tracking which applicants were LAUSD Students. As of February 2020, the Reduced Fare Office had processed 24,446 applications for FY '20. Of these, 4,365 (18%) were designated as LAUSD students. This compares with 22,640 K-12 Applications that were processed over the same time period for FY '19, representing an increase of 8%.

Under the U-Pass Program, two (2) FTE in Marketing and two (2) FTE in TAP support the 21 schools in Metro's U-Pass Program. LAUSD has over 1,000 schools with an additional 200+ charter schools, and there are over 2,000 schools and 78 primary and secondary school districts in Los Angeles County. Depending on how quickly the U-Pass program grows, additional staff will be needed to support the program.

From FY '17 to FY'19 boardings at California State University Los Angeles (CSULA) increased 265% from 107,340 to 392,339. As a result of this growth, two additional buses were added to the Silver Line to reduce overcrowding during the afternoon student rush-hours at a cost of approximately \$500,000 per year. In addition, the U-Pass was added to the Silver-to-Silver MOU to allow students to ride Foothill Transit's Silver Streak between El Monte Transit Center and downtown Los Angeles. Metro will reimburse those boardings to Foothill Transit at a higher cost and a portion of that expense will be covered by the U-

Pass cost billed to the schools. This is the only situations so far, where ridership increases at a U-Pass school have led to services increases. Since U-Pass participation varies greatly from school to school, it will be difficult to estimate future service impacts until we launch U-Pass programs at additional schools.

Additional work will need to be done between Metro Service Planning and other transit agencies to determine the effects of ridership from the DASH to Class, U-Pass, and Just Transit programs.

There will likely be additional administrative costs, operational costs, or security costs which have not yet been identified.

Pending State Legislation

Assembly Bill 1350 - Free Youth Transit Passes, authored by Assembly Member Lorena Gonzalez, would require transit agencies to offer free youth transit passes to any rider age 18 years or under in order to be eligible for state funding. It is our understanding that his bill is not moving forward this legislative session.

Assembly Bill 2176 - Free Student Transit Passes, authored by Assembly Member Chris Holden, would require transit agencies to provide free transit passes for community college and university students of public institutions state-wide in order to be eligible for state funding. We understand this bill will be advanced this year, however, it will be amended in some form. Those amendments are not available as of the writing of this report. The current version of the bill does not provide funding.

The Board adopted a work with author position on AB 1350 (Gonzalez) in January 2020. The Board has previously supported legislative efforts to create funding opportunities for students, in particular those who ride Metro's system. The Board's support has been directed towards creating incentives or increased funding. AB 1350 and 2176 take a different approach by creating a mandate. Staff would suggest that while we would support increasing assistance for those in need who ride our system there may be other ways to achieve this objective. We would like to work with the Assembly Members to explore a more appropriate way to identify additional state funding or other mechanisms that could be provided rather than pursuing this objective through a mandate.

The California Transit Association (CTA) is conducting a study to analyze potential impact to all transit agencies and identify funding sources. Staff will continue to work with Assembly Member Holden to address the Boards' concerns as he advances his legislation.

Potential Funding Opportunities

McKinney – Vento Act Requirement for Federal Funding for Title 1 Schools

Youth experiencing homelessness are automatically eligible for Title I, Part A services, whether they attend a Title I, Part A school, or meet the academic standards required of other students for eligibility. Funds reserved for homeless students under Title I, Part A may be used to provide children and youth experiencing homelessness with services not ordinarily provided to other students, including transportation to and from the school of origin. Title I funds are based on mathematical formulas involving the number of children eligible for Title I support and the state per pupil cost of education. All L.A. County school districts whose school are receiving Title I, Part A funds must include in their plan a description of how the district's Title I, Part A program is coordinated with its McKinney-Vento program.

462 out of 5,647 school in LA County receive Title 1 federal funds and are required to provide services for students experiencing homelessness, including transportation services. These services could be provided by school buses, public transit, or other means, such as an on-demand service.

McKinney-Vento subgrants are also provided by the U.S. Department of Education's Education of Homeless Children and Youths (EHCY) Program and are distributed to the California Department of Education who must distribute a portion of their State McKinney/Vento allocation to school districts through a competitive subgrant process. The subgrants are intended to meet a range of needs for homeless students, not just transportation needs. School districts that receive a subgrant may use these funds to “defray the excess cost” of providing transportation to students experiencing homelessness. During FY 2018-19, the LA County Office of Education received \$237,500 in funding for its Education for Homeless Children and Youth Program.

The Metro Board passed Motion #43 in January 2020 (File #2019-0879) that set a K-12 pricing structure for the U-Pass Program to be used to provide homeless support services under the McKinney-Vento Act. Converting existing monthly pass programs or stored value to U-Pass will potentially save the schools costs for administering these programs and paying for full fare, since many students may not be riding every day. According to the ridership data from the current fiscal year on page 3 of this report, there were 5,053,059 boardings taken on Metro and other transit agencies by 57,224 unique Metro K-12 cards over the 30 weeks from August 2019 through February 2020. This is an average weekly ridership rate per student of 2.9 boardings per week or 12.6 boardings over 30 days, which would result in a monthly cost of \$9.45 at \$0.75 per boarding under the K-12 U-Pass pricing structure. **Transitioning Homeless Student Services to the U-Pass program has the potential to save schools up to \$14.55 per student per month (61%) versus \$24 Reduced Fare K-12 passes, while also**

giving students access to riding the other transit agencies that participate in the U-Pass Program.

Additionally, schools receive funding for each student in attendance each day, and it is believed that having more affordable access to transit could improve attendance. As an example, LAUSD receives \$68 of funding for each student in attendance each day.

In April 2013, a Los Angeles County Education Coordinating Council (ECC) Report (http://www.publichealth.lacounty.gov/chie/reports/Transit_Passes.pdf) called for LA County (LAC) school districts to work with the Metropolitan Transportation Authority (MTA) to provide free, unrestricted transit passes available to all students from preschool to college passes. This study found that for every one percent decrease in unexcused absences at LAUSD, students would receive an additional 29,000 more instructional hours per year and the district would receive an additional \$125,000 each year in funding. A 5% decrease in unexcused absences could result in an additional \$625,000 per year in funding for schools.

According to the 2019 University of California Irvine (UCI) study [A Review of Reduced and Free Transit Fare Programs in California](https://escholarship.org/uc/item/74m7f3rx), “Based on a review of the available literature and interviews with experts, the LAC Department of Public Health (DPH) and the ECC concluded that providing unrestricted passes to all LAC students could increase transit ridership by 6 to 14 percent in the first 2 years (63,200 to 158,000 extra riders daily), and by as much as 26 percent after 10 years (284,000 daily riders). It could also improve school attendance and have a number of health and other benefits, but it was not possible to reliably quantify these benefits because of data limitations. MTA’s revenues could, however, decrease by more than one-fifth as a result (a loss of roughly \$71 million) [31]. Such a program has not yet been implemented.” (<https://escholarship.org/uc/item/74m7f3rx>).

Staff hopes that moving forward, we will be able to use aggregated attendance data to show the positive correlation between access to transit and improved attendance.

Other potential funding opportunities:

- **Student transportation fees** – The UCLA Graduate Student Association (GSA) recently voted to increase the GSA student fee by \$25.04 per quarter or \$37.56 per semester (depending on program of study), for a duration of three years, from Fall 2020 through Spring 2023 in order to provide unlimited free access for graduate students on all public transportation providers in Los Angeles County who are participating in Metro’s U-Pass Program.

Similarly, students at eight of the nine Los Angeles Community College District (LACCD) campuses recently approved a \$13 per semester fee to

offset U-Pass costs. U-Pass Programs exists at 4 of the 9 LACCD schools, plus College Promise Program participants at all 9 schools. Metro staff estimates that \$13 fee will cover the cost of participation for up to 8% of LACCD students. However, there is a need to identify a funding source for a potential gap in funding of up to \$10 Million per year, based on LACCD estimates that up to 40% of students would participate.

Other schools are moving in a similar direction, and recent articles by students have expressed the value of this investment:

- <http://www.uscannerbergmedia.com/2019/12/03/metro-upass-could-change-the-way-undergraduate-commuter-students-access-their-education/>
 - <https://dailybruin.com/2019/12/12/throwback-thursday-improvement-of-uclas-transportation-options-has-been-stuck-in-park-for-years/>
- **Measure M 2% for ADA Paratransit and Metro Discounts for Seniors and Students** – While a portion of this subfund is dedicated to keeping fares affordable for students, seniors, and the disabled, the total amount is committed to the Low-Income Fare is Easy (LIFE) program as specified in the Board-approved Measure M Guidelines. The funding is therefore not available for a new program offering free student fares. Additionally, because U-Pass fares are typically lower than K-12 student and College/Vocational fare rates, U-Pass participants do not qualify for LIFE discounts.
 - **Measure M Local Return** - Subsidizing student transit passes would be an allowable use of Measure M Local Return funds. Each jurisdiction has total control of their Local Return funding as long as the money is spent on eligible expenses, pursuant to the Measure M expenditure guidelines. Allocating this money to pay for free K-12 fares would be at the discretion of each local jurisdiction.
 - **SB 743 Vehicle Miles Traveled (VMT) Reduction Clearinghouse** – A program being piloted by the Southern California Association of Governments (SCAG), LADOT, and Metro will potentially allow for private developer funding sources for traffic mitigation to support public Transportation Demand Management (TDM) programs. Metro’s U-Pass Program is scheduled to be one of the first programs tested under this model.
 - **CalStart Clean Mobility Options Voucher** – A one-time grant opportunity offering up to \$1 Million per public agency (which could be a school district or school) on a first-come, first-served basis with \$20M total available this year. These funds are only eligible to be used for bike share stations or other shared on-demand mobility services, including marketing and administration, with a maximum of 10% going toward fare subsidies. Other grant opportunities may become available.
 - **Other city/county/school district funding** - Including fees for unnecessary driving and parking
 - **Other grant funding** – Staff is constantly searching for other forms of funding that may be applied to student fare programs

Recommendations for Cost-Sharing

“A Review of Reduced and Free Transit Fare Programs in California” published in 2019 by the University of California at Irvine (UCI) in collaboration with the CTA in its conclusion states:

In particular, the “insurance” model, where a large group of potential transit riders (such as all students at a college or all employees in a large firm) periodically pays a lump sum to a transit agency while only a subset of that group actually uses transit, has the potential to enhance mobility and increase transit ridership, while improving the financial health of the participating transit agency...”

“While programs based on the insurance model have the potential to be financially self-sustaining, outside funding should be considered for those addressing the special needs of low-income groups including students, unemployed people, veterans, the elderly, and people with disabilities.” To enhance the success of a free or reduced transit pass program, it is critically important to understand the transportation needs, travel preferences, and the socio-demographic characteristics of the intended recipients. Making transit more accessible via free or reduced transit fare programs is not sufficient; transit should also be convenient, clean, and safe.”

Transit Dependency and Student Interest

Data from the Manual Arts Pilot Program shows only 4% of students who signed up were not already taking transit in some form, 59% were already taking transit to school, 29% were walking to school and 11% were being dropped off.

In addition, after 6 months of the Manual Arts Pilot Program, only 210 students had registered for 400 available free passes (52%).

Further research will need to be conducted in collaboration with LAUSD and other school districts to determine transit dependency and interest of switching to transit as a result of potential free fares.

Staff recommends using this time of distance learning to work with school districts to survey students regarding their future transportation needs.

Municipal Operators

Nine municipal operators are currently participating in the U-Pass program and are reimbursed for student boardings at the end of each semester through that program. Several additional operators are also in the process of joining the

program. Any funding opportunities or policy decisions made about the U-Pass Program will include these operators. Discussions regarding other student fare program options will also include all regional operators.

Mapping Transit Needs and Services

This research will need to be conducted in collaboration with Metro Service Planning, LAUSD, and other school districts in consideration of Metro's NextGen bus system restructuring. We will also need to determine how many students live within walking and biking distance from school, and if those students will require transit passes as well.

RECOMMENDATIONS

1. Staff recommends moving forward with implementing K-12 U-Pass Programs for Homeless Student Services with LAUSD, PUSD, or any other school district that expresses interest as approved by the Metro Board in January 2020 as Item #43, File #[2019-0879](#). While this would likely result in a revenue loss for Metro, it would also establish a cost-sharing model for these programs and provide a mechanism for testing administrative processes that can be scaled up to include more schools and districts in the future. This would also fulfill the Board directive of focusing on equity by helping the students with the greatest need first.
2. Work with LAUSD and other districts to survey students while they are "Safer at Home" to gather additional details about future transportation needs
3. Work with Move LA, LA Promise Fund and LAUSD to survey students at Manual Arts High School to gather information on barriers to utilizing free transit passes under the "Just Transit" Pilot Program.

NEXT STEPS

1. Continue Internal Working Group meetings and establish and establish External Working Groups with school districts and transit agencies
2. Launch U-Pass Pilot Program with LAUSD and PUSD
3. Conduct surveys of Manual Arts, LAUSD and other students
4. Report additional K-12 and College updates to Board in June 2020



Metro

Los Angeles County
Metropolitan Transportation Authority

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May 21, 2019

Dr. Ryan Cornner
Vice Chancellor
Educational Programs and Institutional Effectiveness
Los Angeles Community College District (LACCD)
770 Wilshire Blvd.
Los Angeles, California 90017

Re: Proposed LACCD Pilot Program for Fee-based Transit Pass Program

Dear Dr. Cornner,

Thank you for your proposal to Metro Commute Services Staff regarding implementing a district-wide fee-based transit pass program for LACCD schools. We agree that helping more students gain access to transportation options will continue to have positive impacts on attendance and graduation rates. In addition, we are aware that the students at eight of the nine LACCD Colleges passed a student referendum to pay \$13 per semester for Fall and Spring and \$8 per semester for Summer and Winter to help offset the cost of a transportation program available to all students taking classes for credit.

According to the data you presented, 29% of students would ride transit if this low-cost pass was available to them on their campus. There are currently four (4) LACCD campuses participating in Metro's existing U-Pass Program and the current participants are riding approximately 10 times per week at \$0.75 per boarding for a cost of \$7.50 per student per week. Based on our staff's calculations, if 29% of LACCD's credit students were participating in the U-Pass Program, the total cost would be \$13,988,643 (see spreadsheet attached). However, the amount collected from the student transportation fees listed above would only cover \$3,878,789, creating a deficit to Metro of over \$10 million if no additional funding was provided. This is above and beyond the \$1.00-per-boarding revenue loss that Metro already incurs on all U-Pass boardings. Unfortunately, this is not sustainable to Metro. In addition, waiving any additional costs beyond the student fees collected would also create a substantial inequity with all other U-Pass schools in Los Angeles County, many of which are already paying subsidies to reduce the cost of the U-Pass Program for their students.

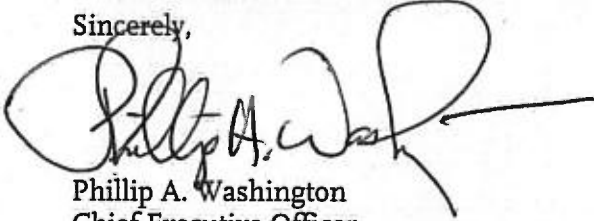
Although, we cannot create a separate pilot program for LACCD, we are happy to help the district implement a fee-based program to help offset the cost to students, while maintaining all of the other guidelines of the U-Pass Program, including paying for all actual boardings.

Based on the LACCD data provided, Metro staff estimates that the fees collected would cover participation for approximately 8% of the students on each campus. Of the current U-Pass participating schools, Los Angeles Trade Technical College (LATTTC) is already at 8.6% participation of credit students, so it may not be a good candidate for this payment model. However, Los Angeles Mission College (LAMC) currently only has 15 students or 0.18% participation, which leaves the most room for growth before the college would need to pay for additional boardings, and Los Angeles City College (LACC) has a 2.7% participation rate. Metro would recommend choosing one of these schools to help keep costs affordable to the district. In addition, our staff are committed to continuing to work with you to find additional external funding sources for this program.

We believe that our continued collaboration will lead to additional mobility options for LACCD students and more opportunities for external funding sources that may help to further offset the cost of these programs and continue to improve the quality of life in for students in Los Angeles County.

If you have additional questions, please don't hesitate to let me know.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip A. Washington". The signature is stylized with a large initial "P" and a long horizontal stroke extending to the right.

Phillip A. Washington
Chief Executive Officer

cc: The Honorable Sheila Kuehl, Chair, Metro Board of Directors

All Schools	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total
Credit	34,876	123,921	49,714	122,392	330,903
Noncredit Adjustment	1,808	6,620	2,683	6,589	17,700
High School Adjustment	750	6,523	3,156	7,407	17,836
Total	37,434	137,064	55,553	136,388	366,439
LACCD Fee Suggestion	\$ 8.00	\$ 13.00	\$ 8.00	\$ 13.00	
Estimated collection based on LACCD Fees	279,008	1,610,973	397,712	1,591,096	\$ 3,878,789.00

ESTIMATED COLLECTION					
	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total
Credit estimated collection	\$ 279,008.00	\$ 1,610,973.00	\$ 397,712.00	\$ 1,591,096.00	\$ 3,878,789.00
Number of weeks per term	5	20	12	26	
Avg. weekly boardings Cost (10 weekly boardings x .75 charge)		\$ 7.50			
High School Weekly Cost		\$ 5.60			

ESTIMATED U-PASS COST FOR CREDIT						8.04%
	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total	
Credit Participants (at 8.04% of total credit students)	2804	9,963	3,997	9,840	26,605	
Estimated U-Pass cost per term	\$ 105,151.14	\$ 1,494,487.26	\$ 359,730.50	\$ 1,918,861.78	\$ 3,878,230.68	
Estimated collection from Credit	\$ 279,008.00	\$ 1,610,973.00	\$ 397,712.00	\$ 1,591,096.00	\$ 3,878,789.00	
Variance	\$ 173,856.86	\$ 116,485.74	\$ 37,981.50	\$ (327,765.78)	\$ 558.32	

Breakeven

ESTIMATED U-PASS COST FOR CREDIT						29.00%
	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total	
Credit Participants (at 29% of total credit students)	10114	35937	14417	35494	95,962	
Estimated U-Pass cost per term	\$ 379,276.50	\$ 5,390,563.50	\$ 1,297,535.40	\$ 6,921,267.60	\$ 13,988,643.00	
Estimated collection from Credit	\$ 279,008.00	\$ 1,610,973.00	\$ 397,712.00	\$ 1,591,096.00	\$ 3,878,789.00	
Variance	\$ (100,268.50)	\$ (3,779,590.50)	\$ (899,823.40)	\$ (5,330,171.60)	\$ (10,109,854.00)	

ESTIMATED U-PASS COST FOR HIGH SCHOOL/NON CREDIT					
	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total
Noncredit	145	532	216	530	1,423
High School	60	524	254	596	1,434
Estimated Semester Cost Non Credit based on (\$7.50)	\$ 5,451.12	\$ 79,837.20	\$ 19,414.19	\$ 103,302.34	\$ 208,004.85
Estimated Semester Cost High School based on (\$5.60)	\$ 1,688.40	\$ 58,738.31	\$ 17,051.49	\$ 86,708.12	\$ 164,186.32

ACTUAL U-PASS PARTICIPATION % COMPARED TO ENROLLMENT DATA					
	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Total
U-Pass - LA TradeTech	0	551	113	996	1660
Percent of Credit-Only Enrollment	0%	4%	2%	8.6%	5%
U-Pass - LA Pierce	0	77	35	144	256
Percent of Credit-Only Enrollment	0%	0.44%	0.45%	0.80%	0.53%
U-Pass - LA Mission	0	3	5	15	23
Percent of Credit-Only Enrollment	0%	0.03%	0.19%	0.18%	0.10%
U-Pass - LA City	0	173	15	386	574
Percent of Credit-Only Enrollment	0%	1.14%	0.26%	2.77%	1.48%

Total U-Pass Participation for 2018: 2513
 Percentage of total LACCD Enrollment: 0.69%
 Percentage of Total Enrollment at Participating U-Pass Schools: 1.6%
 Percentage of Credit Enrollment at Participating U-Pass Schools: 1.8%



Informational Report on Student Fares

Executive Management Committee, File # 2020-0353

Metro Commute Services:

Devon Deming, *Director of Commute Services*

Direct: 213.922.9757

Jocelyn Feliciano, *Communications Manager*

Direct: 213.922.3875



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Student Fares Feasibility Study

- 1. Other free student fare programs such as LADOT's DASH to Class and Sacramento's RydeFreeRT have significantly increased student boardings, but have found other funding sources to cover lost revenue.**
- 2. The projected revenue loss of Metro offering free rides to students in LA County is a minimum of \$32 Million annually.**
- 3. In January 2020, the Metro Board passed a motion that set a K-12 pricing structure for the U-Pass Program to be used to provide homeless support services under the McKinney-Vento Act. Converting existing monthly pass programs or stored value to U-Pass would be still be a revenue loss to Metro, but would save schools up to 61% of costs in administering these programs and paying for full fare.**

Student Fares Feasibility Study

- 4. UCLA Graduate Student Association (GSA) recently voted to increase the GSA student fee by \$25.04 per quarter in order to provide unlimited free access for graduate students on all public transportation providers in Los Angeles County who are participating in Metro's U-Pass Program.**
- 5. Eight (8) Los Angeles Community College District (LACCD) campuses recently approved a \$13 per semester fee to offset U-Pass costs. U-Pass Programs**
- 6. Launching U-Pass programs for these groups of K-12 and college students first will give us better data to determine how much funding will be needed to cover future costs of providing free student fares while providing a mechanism for testing cost-sharing and administrative processes that can be scaled up in the future.**

Student Pass Use Summary

Student and College Vocational (CV) Pass Use Summary

Pass Type	Aug 2018 - Feb 2019	Aug 2019 - Feb 2020	Change
Metro K-12 Boardings	5,212,329	4,347,613	-17%
Other Agency K-12 Boardings	611,419	705,446	15%
U-Pass K-12 Boardings	-	8,639	
Total K-12 Boardings	5,823,748	5,061,698	-13%
Metro CV Boardings	1,800,047	1,379,359	-23%
Other Agency CV Boardings	80,419	69,546	-14%
U-Pass CV Boardings	1,820,631	2,433,788	34%
Total CV Boardings	3,701,097	3,882,693	5%
Metro K-12 Unique Users	64,020	57,224	-11%
Metro CV Unique Users	12,797	10,289	-20%
U-Pass CV Unique Users	13,178	19,653	49%
Total Unique Student Passes	89,995	87,166	-3%



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Board Report

File #: 2020-0352, **File Type:** Motion / Motion Response

Agenda Number: 25.

**EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020**

SUBJECT: EMPLOYER PASS (E-PASS) PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE recommendation to establish a permanent Employer Pass (E-Pass) Program based on the success of the current 2-Year E-Pass Pilot Program

ISSUE

In October 2017, as part of an ongoing effort to pursue strategies to increase transit ridership, Board Motion 36 (File 2017-0715) requested “that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP).” (Attachment A)

DISCUSSION

Background

In 2003, the Board adopted the Contracted Transit Pass Programs (Attachment B), which included the precursors to the ATAP and BTAP Programs, the Annual Pass Program and Employer Pass Program, respectively. These programs were designed to enable Metro to develop stronger partnerships with LA County businesses, institutions and major organizations to increase ridership; promote the use of transit; generate new revenue to support Metro initiatives; and provide businesses and organizations the opportunity to take advantage of federal income tax incentives that encourage the use of transit.

The programs also allowed Metro to establish a well-defined test group for the Universal Fare System (UFS) smart card by providing contracted pass program members with UFS test cards instead of a conventional paper pass, thus facilitating the transition to TAP. These programs have evolved over the years and are now collectively called the Employer Annual Pass Program.

The Employer Annual Pass Program (EAPP) includes:

Annual Transit Access Pass (ATAP) Program

Under the ATAP Program (Attachment C), employers may convert any type of Metro monthly or EZ Regional pass to an annual pass by paying the full fare cost for twelve months, plus a \$5.00 card fee for a custom card with the employee's photo. A Regular Metro ATAP is good on all Metro Bus and Rail Services, including Express services that would normally charge zone fees (such as the Silver Line and 400-500 series Express routes) for the flat rate of \$1200 per year, plus the card fee. An EZ Regional ATAP is \$1320 and is good for local travel on all 26 public transit carriers throughout the Greater Los Angeles region that participate in the EZ Regional Program. In FY '19, forty-two (42) businesses with 1,176 passes participated in this program, generating \$1.5 million in revenue.

Business Transit Access Pass (BTAP) Program / Small Employer Program (SEP)

Under the former BTAP Program, employers were required to purchase reduced fare annual passes for all employees at a worksite. A small percentage of employees could be exempted for approved reasons, such as using Metrolink or a vanpool to commute to work or working a graveyard shift. BTAP passes cost \$132 to \$276 per year, plus a \$5.00 card fee for a custom card with the employee's photo. Pricing was based on the level of transit service at the worksite. In FY '19, 509 businesses with 18,929 passes participated in this program, generating \$4.4 million in revenue.

In FY '17, Metro's systemwide average fare per boarding (FPB) was \$0.78, while the BTAP group rate pricing only generated \$.52 per boarding. Although BTAP increased to \$0.62 FPB in FY '18, it was still below the systemwide rate, and was no longer revenue neutral to Metro. It needed to be replaced by a program with a higher FPB.

Beginning January 2020, the former Business Transit Access Pass (BTAP) program was replaced by the Small Employer Program (SEP) for businesses with less than 250 employees (Attachment D). This change reduced the minimum pass purchase requirement from 100% of employees to 50% of employees, and increased the cost to \$408 per pass, per year. (Attachment B - SEP Take-One General). Because of the price increase implemented during the transition, we were only able to retain 68% of former BTAP businesses in the SEP program and several of them transitioned to E-Pass. As of March 2020, there were 377 businesses participating in the EAPP.

Historically, the EAPP Programs have been extremely successful in growing ridership and revenue. Based on a Board Box Report from March 2017 (Attachment E), Ridership data indicates that the EAPP group pricing models resulted in a substantial increase in transit ridership over an eleven (11) year period:

- From FY06- FY16 revenue increased 417% from \$315,000 to \$6.37 million with an average annual growth rate of 38%.
- Number of accounts increased 625% from 22 to 601 with an average annual growth rate of 57%.
- TAP card holders increased 418% from 1,557 to 20,209 with an average annual growth rate of 38%.

In FY 2019, there were 551 companies participating in these programs, which represents 0.13% of the 438,802 companies in Los Angeles County as reported by the Los Angeles Economic Development Corporation (LAEDC) as of 2014. Due to the restrictions placed on businesses in the ATAP, BTAP, and SEP programs, only a small percentage of the total employer population participates in the programs. Because of that, Metro Commute Services is seeking to broaden opportunities for additional businesses to participate in the EAPP.

E-Pass Pilot Program

In July 2018, with approval from Executive Management, the Office of Management and Budget (OMB), and the TAP Office, MCS launched a limited pilot program to evaluate the success of replicating the U-Pass concept with employers. The E-Pass Pilot Program has done the following:

1. Initially targeted a limited number of businesses to participate in the program and required additional business participants to be approved by the Office of Management and Budget (OMB). Initial participants were NBCUniversal, City of Santa Monica and UCLA.
2. Established a goal of increasing employee participation by 20% over existing levels
3. Utilized embedded TAP chip stickers affixed to the employee's work identification (ID) card to transform their IDs into TAP Cards
4. Transitioned businesses to a pay per boarding model as follows:
 - a. Charged an estimated boarding fee of \$1.40 per boarding, which was the fare per boarding (FPB) equivalent of the ATAP program when it was launched. (This rate has been included in OMB's ongoing fare analysis).
 - b. Invoiced businesses quarterly for all boardings used during each quarter.
 - c. For the introductory quarter, estimated boardings based on existing ridership data and required payment up front. If the employer did not have existing data, the initial participation was estimated at 10% of eligible employees at the full-time maximum of \$80 per month.
5. Capped the maximum cost per participant at \$80 per month as a marketing incentive for businesses to utilize their own resources to grow ridership
6. Encouraged employers to cover the full cost of the program or recoup costs from employees through implementing a pre-tax payroll deduction under the Commuter Tax Benefit (IRS Code Section 132(f)). If businesses chose to charge employees for participation, fees collected from employees were not permitted exceed the total amount due to Metro.
7. Required employers to assist Metro in administering the program by ensuring completion of the required Title VI analysis through verifying employees' online registration for the program, verifying that each participant was a current employee with a valid ID, and distributing and activating E-Pass TAP stickers/cards for eligible participants

-
8. Required employers to report all issued E-Pass TAP card/sticker numbers to Metro quarterly for tracking purposes and to facilitate replacements
 9. Created a reimbursement process for Municipal Transit Agencies to add the E-Pass fare product to their fare table and be reimbursed at their TAP boarding rate, up to the E-Pass Rate of \$1.40 per boarding. Payment from these boardings is collected from the employer at the end of each business quarter and reimbursed to the agencies as a separate line item on their monthly regional settlement check.

E-Pass Pilot Program Results

Prior to launching the E-Pass Pilot Program in July 2018, NBCUniversal (NBCU) only had 39 employees using regular 30-day Metro Passes and EZ Passes. By November 20, 2018, they had distributed stickers to 446 employees. This represents an increase of 1,044% over four months. For the first business quarter, (July 18-Sept 30, 2018) NBCUniversal had 9042 boardings at \$1.40 at a cost of \$12,658.80. The data from the initial group of participants shows that 26% were new to transit and 59% were previously occasional riders using stored value. As of March 2020, NBCU had 1,020 active participants with 22,347 boardings generating \$31,180.00 in revenue for the quarter.

In 2018, UCLA converted its employer program from a regular Metro-only pass to an E-Pass valid on additional transit agencies. In one year, they saw an increase of 12% in participants and 5% in boardings. Overall, as of March 2020, there were 11 companies with 1,435 active participants in the E-Pass Pilot Program, which generated \$239,824.10 in Q3 of FY '20. The E-Pass Pilot Program has generated nearly \$1.9 million since its inception.

Title VI

During the pilot program, the FTA advised Metro that the E-Pass fare reduction does not create a disparate impact or disproportionate burden because the benefit falls on the employer, who is paying the cost of the pass as an employee benefit, and the passes are not being sold directly to individual riders. The discount is provided as marketing incentive for the employer to help stimulate program growth and to help cover the employer's cost of outreach and administration.

DETERMINATION OF SAFETY IMPACT

This program does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this request will have no impact on safety.

FINANCIAL IMPACT

This project will be managed by existing staff in Metro Commute Services included in the FY21 budget in the Marketing Department under Cost Center 7140 and Project and Task Codes 300014-01.01 (Regional Activities) and 306006-01.001 (Systemwide Bus Ops Management & Administration).

The E-Pass Pilot Program generated \$1,889,398.35 in the 21-month pilot period prior to the COVID-

19 pandemic. The average monthly cost per participant paid by all participating employers during the pilot period was \$40. While this is 60% below the regular monthly pass cost of \$100, it also represents the highest fare per boarding being collected in the Metro system at \$1.40 per boarding. In addition, 26% of the participants are new riders who were not paying any fare prior to joining the program.

Impact to Budget

Funding for this effort comes from ordinary operating sources including fares, sales tax and grants. Eighty percent of the existing funds for this project are budgeted in Project Code 306006-01.001 Systemwide Bus Ops Management & Administration. The goal of the E-Pass Program is to increase participation by 20% each year. The overall goal of the Employer Annual Pass Programs is to increase revenue by 3% each year.

ALTERNATIVES CONSIDERED

1. Make no changes - Continue only to offer the ATAP and SEP programs. While this option would continue to serve participating businesses, MCS staff believes that continuing to offer the E-Pass Program will create more opportunities for ridership and revenue growth, especially during these uncertain times.

NEXT STEPS

Upon approval, staff will:

1. Establish E-Pass as a permanent program;
2. Continue to expand E-Pass to include new businesses and additional transit agencies;
3. Include data from this program in the ongoing OMB fare analysis;
4. Continue to offer the ATAP and SEP programs for businesses not participating in the E-Pass program
5. Continue to assess changes in ridership on key lines near worksites

ATTACHMENTS

Attachment A - File #:2017- 0715, Board Report on Countywide Transportation Demand Management

Attachment B - Executive Management and Audit Committee Report on Metro Contracted Pass Programs, February 20, 2003

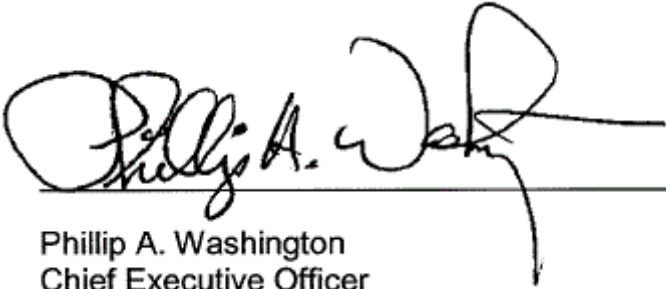
Attachment C - ATAP Take-One General

Attachment D - SEP Take-One General

Attachment E - Board Box #170303-2017 on 2017 Employer Annual Pass Program Renewals

Prepared by: Devon Deming, Dir. of Metro Commute Services, (213) 922-7957
Jocelyn Feliciano, Sr. Manager, Communications & Customer Information, (213)
922-3895
Glen Becerra, Executive Officer, Marketing, (213) 418-3264

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Phillip A. Washington
Chief Executive Officer



Board Report

File #:2017-0715, File Type:Informational Report

Agenda Number:36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

TRANSPORTATION DEMAND MANAGEMENT

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
 7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
 8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
 9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420 150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)



Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

**EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE
FEBRUARY 20, 2003**

SUBJECT: METRO CONTRACTED PASS PROGRAMS

ACTION: APPROVE NEW CONTRACTED PASS PROGRAMS

RECOMMENDATION

Adopt the Contracted Transit Pass Programs as described in Attachment A.

ISSUE

In May of 2002, the Board approved development of an MTA-operated rideshare program that integrates countywide rideshare offerings with transit programs. As part of this effort, staff is developing a line of contracted transit pass programs to form partnerships with businesses, institutions and major organizations within Los Angeles County as a means to improve access to the multi-modal transportation system. The MTA currently offers several fare media programs to the public, however, only two programs, Metro Mail and Consignment Sales, are made available to area businesses and organizations. As a result, a limited number of employers and organizations participate in pass programs to provide MTA fare media to their employees, members or associates. The Contracted Pass Programs are designed to improve business and institutional participation in MTA transit pass programs.

POLICY IMPLICATIONS

There are several purposes of offering contracted pass programs. First, it enables MTA to develop stronger partnerships with LA County businesses, institutions and major organizations to promote use of transit. Second, the programs will generate new revenue to support MTA initiatives. Third, these programs will provide businesses and organizations the opportunity to take advantage of federal income tax incentives that encourage use of transit. Finally, the programs will allow MTA to establish a well-defined test group for the Universal Fare System (UFS) smart card by providing contracted pass program members with UFS test cards instead of a conventional paper pass. Providing seamless fare payment options is a policy initiative within the adopted MTA Long Range Transportation Plan as a method for making transit more accessible to the public.

OPTIONS

The MTA Board could choose not to proceed with the Contracted Pass Programs. Staff does not recommend this option because the programs will generate a much-needed new revenue source for the MTA and strengthen the ties with the business

community. Transit agencies across the nation that have implemented similar programs have experienced successful results in generating additional revenue and stimulating participation among employers. The MTA Board could also choose to offer a fewer number of contracted pass types. Staff does not recommend this alternative because the proposed program attempts to offer a complete line of products that meet the needs a various transit user markets. Reducing the number of contracted passes offered will reduce the effectiveness of the overall program by excluding certain transit user groups.

FINANCIAL IMPACT

The Contracted Pass Programs are designed to increase transit ridership and transit revenues without having a negative impact on MTA's average fare per boarding and overall budget. To maintain this "neutral" impact on fare per boarding, the price of the various contracted pass types will be adjusted as membership grows, fare structure is modified and service changes impacting ridership occur.

BACKGROUND

During FY 02, a Board-directed study was conducted of MTA-funded rideshare efforts. The final report of the study recommended several new and innovative strategies to be considered for implementation by the MTA. Strategies included in these recommendations were special pass programs for employers and institutions.

In moving forward with this recommendation, the Board approved an MTA-operated rideshare program in May 2002, which included the development of expanded pass program offerings. During the development and research for the proposed Contracted Pass Programs, staff identified several different markets that were not being addressed by current contracted pass programs. Attachment A describes the various contracted pass products and the related transit user markets.

The programs will be closely monitored to maintain a neutral or positive financial impact on fare per boarding and to ensure high service quality. It is anticipated that the programs will encourage employer participation, increase ridership and mobility and nurture public/private partnerships with the MTA, communities and local businesses.

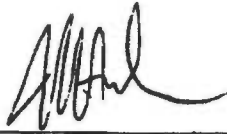
NEXT STEPS

If approved, phased implementation of the Contracted Pass Programs will begin in April 2003. The Board will be updated quarterly on the number of organizations enrolled and participants involved in the programs.

ATTACHMENT

A. Contracted Pass Programs

Prepared by: David Sutton, Executive Manager, Employer Programs



Matt Raymond
Chief Communications Officer



Roger Snoble
Chief Executive Officer

METRO CONTRACTED PASS PROGRAMS

The MTA Contracted Pass Programs provide employers, institutions and other organizations an opportunity to purchase fare media for their employees, members and participants. Five programs will be made available. The following provides brief descriptions for each of the Contracted Pass Programs.

Annual Pass Program: The Annual Pass Program provides an annual photo-ID pass good for one calendar year (or a portion thereof) to LA County employers. The pass is valid on all designated bus and rail service. The pass is offered to employers who choose to purchase passes only for those employees that currently take transit to work. The price of the pass is equal to the regular monthly pass price multiplied by twelve months.

Employee Pass Program: The Employee Pass Program provides an annual employee photo-ID pass good for one calendar year (or a portion thereof) to LA County employers. The pass is valid on all designated bus and rail service. This pass is offered to employers who choose to purchase passes for all their employees. Price is based on estimated employee transit usage and frequency of transit service to the employer worksite.

Institutional Pass Program: The Institutional Pass Program is a negotiated program offered to large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers that choose to enter into an agreement with the MTA. Agreements may include fare media arrangements, additional services and access to bus and rail service.

Jury Pass Program: The Jury Pass is a weekly pass offered to jurors reporting to jury duty in exchange for mileage reimbursements. Currently jurors in the court system are reimbursed for auto mileage. This program will provide jurors who wish to use public transportation an alternative to driving alone.

Visitors Pass Program: The Visitors Pass Program provides a semi-custom pass to area conventions, hotels, chambers, visitor bureaus, meeting planners, etc. to provide access to MTA bus and rail service. Passes will be made available in one-day increments for negotiated time periods.

All Contracted Pass Program agreements would be subject to authorization and approval by the Chief Executive Officer or his designee. With the possible exception of the Juror Pass, all Contracted Pass Programs will be priced to ensure no negative impact on total projected fare revenues. Service modifications made in conjunction with any of the above negotiated pass programs would comply with all MTA service implementation guidelines. The following sections provide further descriptions, the purpose and policy statements for each of the Contracted Pass Programs.

ANNUAL PASS PROGRAM

DESCRIPTION

The Annual Pass Program provides an annual photo-ID pass good for one calendar year (or a portion thereof) on all designated bus and rail service. This pass is offered to employers that would like to purchase a transit pass for their employees that currently ride transit. The pass is valid on all MTA bus and rail service. The price of the pass is equal to the regular monthly pass price multiplied by twelve months. Employers may purchase multiple quantities of the annual pass for their employees. Passes purchased within a calendar year will be prorated on a monthly basis. Discounts may be offered based on quantities and upon approval of the Chief Executive Officer. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Annual Pass Program.

PURPOSE

The purpose of the Annual Pass Program is to provide an annual pass option to employers for their employees that use the MTA bus and rail system. The pass simplifies use of the system by reducing the number of times the employee is required to physically go and purchase passes during the year. The pass also provides employers an annual option for their employees that consistently ride transit to work. In addition, the program is intended to provide a mechanism for employers to take advantage of federal tax incentives for employee transit subsidy programs. Finally, the program is intended to foster goodwill between the MTA and LA County employers, and to demonstrate MTA's progressive commitment to multimodal transportation and a healthful environment.

POLICY

1. All employers within Los Angeles County are eligible for the Annual Pass Program provided that they enter into a program participation agreement with the MTA. Once signed up for the program, employers can purchase an Annual Pass for each of their employees that ride transit.
2. The MTA will issue a pass specific to the Annual Pass Program.
3. The pass will cost the equivalent of a regular monthly transit pass price multiplied by twelve months. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. Discounts may be offered based on quantities purchased and upon Chief Executive Officer Approval.
5. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
6. Paratransit and special services are excluded from this program.

7. Employers may purchase their passes from the Employer Programs Department. Employers purchasing multiple quantities of the Annual Pass must place orders thirty days prior to pass start date. MTA will not offer a sales commission to employers that purchase the Annual Pass. Employers may arrange with the Employer Programs Department for pick-up or delivery of their passes.

EMPLOYEE PASS PROGRAM

DESCRIPTION

The Employee Pass Program provides an annual employee photo-ID pass good for one calendar year (or a portion thereof) on all designated bus and rail service offered to area employers. This pass is offered to employers who choose to purchase passes for all their employees. Price is based on estimated employee transit usage and frequency of transit service to the employer worksite. The Employee Pass Program provides an alternative to the Annual Pass Program for employers that are interested in making it possible for all of their employees to ride transit. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Employee Pass Program.

PURPOSE

The purpose of the Employee Pass Program is to provide employers a pass option that allows them to take advantage of federal tax incentives for employees that ride transit. It also simplifies the pass purchasing process and allows employers to offer transit as an alternative commute option for all their employees. In addition, the program is intended to provide a mechanism for employers to take advantage of federal tax incentives for employee transit subsidy programs. Finally, the program is intended to foster goodwill between the MTA and LA County employers, and to demonstrate MTA's progressive commitment to multimodal transportation and a healthful environment.

POLICY

1. All employers within Los Angeles County are eligible for the Employee Pass Program provided that they enter into a program participation agreement with the MTA. Once signed up for the program, all employees of the participating employer are eligible to receive an Employee Pass.
2. The MTA will issue a pass specific to the Employee Pass Program which may be in the form of a decal affixed to an employer photo ID or a pass produced by the MTA.
3. The pass price is based on estimated employee transit usage and frequency of transit service to the employer worksite. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements. Given the nature of the program pricing, contract minimums may be imposed.
4. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. Employers may purchase their passes from the Employer Programs Department. Employers must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to employers that purchase the Employee Pass. Employers may arrange with the Employer Programs Department for processing of their passes.

6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a cost schedule for the Employee Pass Program.

INSTITUTIONAL PASS PROGRAM

DESCRIPTION

The Institutional Pass Program is a negotiated program offered to large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers that choose to enter into an agreement with the MTA. Agreements may include fare media arrangements, additional services and access to bus and rail service. Contracts would be negotiated based upon the estimated number of transit users and the cost of the additional service to the MTA. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Institutional Pass Program.

PURPOSE

The purpose of the Institutional Pass Program is to simplify the pass purchasing process for institutions wishing to promote the use of public transportation. The program is also intended to foster goodwill between the MTA and local institutions.

POLICY

1. All large organizations or groups such as colleges, universities, trade schools, government agencies and senior citizen centers within Los Angeles County are eligible for the Institutional Pass Program provided that they enter into a program participation agreement with the MTA.
2. The MTA will issue a pass specific to the Institutional Pass Program which may be in the form of a decal affixed to a member photo ID or a pass produced by the MTA.
3. The pass price is based on the negotiated agreement between MTA and the institution. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. Institutions may purchase their passes from the Employer Programs Department. Participating Institutions must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to institutions that purchase the Institutional Pass. Institutions may arrange with the Employer Programs Department for pick-up or delivery of their passes.
6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a agreement summaries for the Institutional Pass Program.

JURY PASS PROGRAM

DESCRIPTION

The Jury Pass is a weekly pass offered to jurors reporting to jury duty in exchange for mileage reimbursements. Currently jurors in the court system are reimbursed for auto mileage. This program will provide jurors public transportation as an alternative to driving. Given the varied duration of juror service, this program is not guaranteed to recover full value of the pass. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Jury Pass Program.

PURPOSE

The purpose of the Jury Pass is to offer transit as an option to those serving jury duty. For those jurors that do not regularly ride transit, this program provides an opportunity for participants to use public transportation. The program is also intended to foster goodwill between the MTA, the court system and the general public.

POLICY

1. All courts within Los Angeles County are eligible to offer the Jury Pass Program to their jurors provided that they enter into a program participation agreement with the MTA. Once signed up for the program, all jurors of that participating court are eligible to receive a Jury Pass.
2. The MTA may issue a pass specific to the Jury Pass Program or use the standard weekly passes.
3. The pass price is based on the amount the court reimburses jurors for travel mileage. This program is not guaranteed to recover full value of the pass given that jury service varies in duration. Chief Executive Officer may impose restrictions, rules, limitations, and exemptions on the pass, depending on implementation requirements.
4. The passes may be used for the MTA's bus or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
5. The courts may purchase their passes from the Employer Programs Department. Participating courts must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to institutions that purchase the Jury Pass. Participating courts may arrange with the Employer Programs Department for pick-up or delivery of their passes.
6. Paratransit and special services are excluded from this program.
7. The Employer Programs Department will publish annually a cost schedule for the Jury Pass Program.

VISITORS PASS PROGRAM

DESCRIPTION

The Visitors Pass Program provides a semi-custom pass to area conventions, hotels, chambers, visitor bureaus, meeting planners, etc. to provide purchased access to MTA bus and rail service. Passes will be made available in one-day increments for negotiated time periods. While the Chief Executive Officer is ultimately responsible for this policy, staff will draft guidelines and procedures and implement the Visitors Pass Program.

PURPOSE

The purpose of the Visitors Pass Program is to provide convenient advance purchase opportunities to large groups of people who want to utilize transit services. It provides groups and visitors with an opportunity to experience and use public transportation. The program is also intended to foster goodwill between the MTA and area conventions, hotels, chambers, visitor bureaus, meeting planners as well as area visitors.

POLICY

1. All convention centers, hotels, chambers of commerce, visitor bureaus, and meeting planners within Los Angeles County are eligible to purchase Visitors Passes provided that they enter into a program participation agreement with the MTA.
2. The MTA may issue any form of pass, but the Chief Executive Officer may impose restrictions, rules, limitations, and exemptions, depending on the type or duration of an event.
3. The passes may be used for the MTA's buses or rail systems, and they are valid throughout the MTA's service area on all local and limited-stop buses, Metro Rapid Transit, and Metrorail Services.
4. Group organizers may purchase their passes from the MTA Customer and Vendor Service Department. To be considered for a volume discount, organizers must place their pass orders thirty days prior to pass start date. MTA will not offer a sales commission to those organizations that purchase the Visitors Pass. Organizations may arrange with the Customer and Vendor Service Department for pick-up or delivery of their passes.
5. The MTA may request from large groups of 250 or more persons an itinerary so that service accommodations may be made.
6. Paratransit and special services are excluded from this program.
7. The MTA Customer and Vendor Services Department will publish annually a volume discount schedule.

Annual Transit Access (A-TAP)

Metro Commute Services

Mission

- > Build partnerships with businesses to increase mobility and reduce traffic congestion

Program Criteria

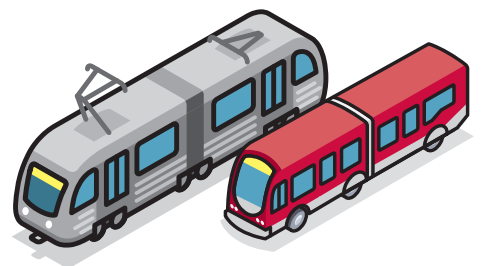
- > Business must be within LA County
- > Minimum Pass Purchase: Three (3)

Employer Benefits

- > Perfect addition to your company's benefits package to improve recruitment and retention, and to create a healthier environment
- > Photo ID pass exclusively for employers
- > Qualifies as a Commuter Tax Benefit – IRS Code 132(f)
 - Tax free and pre-tax deductible
 - Payroll tax saving
 - Other potential corporate tax savings
- > Helps reduce parking demand and expense
- > Improves your company's environmental sustainability
- > No monthly administration required

Employee Benefits

- > Unlimited use on all Metro bus and rail, including Zone 1 plus EZ option, if purchased
- > Save on payroll taxes through pre-tax payroll deduction
- > Reduce commuting costs – gasoline, maintenance, parking and insurance
- > Pass can be used for commuting and leisure activities, seven days a week
- > Reduce commuting stress and no monthly pass purchase required



Metro Annual Transit Access Pass Program (A-TAP)

Goal	Provide an annual fare pass program option for businesses within LA County to increase business partnerships and transit ridership.
Objective	Facilitate and maintain an Employer Annual Pass Program (EAPP) that is easy to administer, with a full-fare pricing structure that aligns with Metro's fiscal calendar year.
Eligibility	Program Criteria: <ul style="list-style-type: none">> Business must be within LA County> All businesses qualify> Minimum pass purchase: Three passes (3)
Administration	The employers must do the following: <ul style="list-style-type: none">> Complete and sign Employee List> Submit an Eligible Employee Acknowledgement form for each participant> Sign and date the Agreement> Submit payment> Submit employee photos (JPEG format, named as first and last name of employee)
Payment & Pricing Structure	<ul style="list-style-type: none">> Annual EZ price per pass: \$1,320> Prorated pricing available based on program start date> Non-refundable card fee per new participant: \$5> Premium option available> Annual Payment: Payment is due and payable upon execution of Agreement> Acceptable payments: Check, money order, cashier's check , ACH, EFT, credit card> Program is based on a fiscal calendar year: July-June
Program Maintenance & Information	<ul style="list-style-type: none">> Flexibility to add, cancel and replace passes as necessary> Uninterrupted Service: Annual option to continue program participation available> Dedicated Customer Service team to manage orders and inquiries

For additional information, contact:

Metro Commute Services

Employer Annual Pass Programs

213.922.2859

metro.net/riding/eapp

Small Employer Pass Program (SEP)

Metro Commute Services

Mission

- > Build partnerships with businesses to increase mobility and reduce traffic congestion

Program Criteria

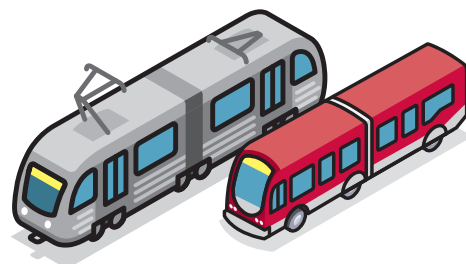
- > Business must be within LA County
- > Business must employ 249 employees or less
- > Minimum participation is 50% of total employees

Employer Benefits

- > Annual cost of \$408/pass (\$34/monthly equivalent)
- > Photo ID pass exclusively for employers
- > Perfect addition to your company's benefits package to improve recruitment and retention, and to create a healthier environment
- > Qualifies as a Commuter Tax Benefit – IRS Code 132(f)
 - Tax free and pre-tax deductible
 - Payroll tax saving
 - Other potential corporate tax savings
- > Helps reduce parking demand and expense
- > Improves company's environmental sustainability

Employee Benefits

- > Unlimited use on all Metro bus and rail, including Zone 1 (Express & Silver Line). (\$22 in additional monthly savings)
- > Save on payroll taxes through pre-tax payroll deduction
- > Reduce commuting costs – gasoline, maintenance, parking and insurance
- > Pass can be used for commuting and leisure activities, seven days a week
- > Reduce commuting stress and no monthly pass purchase required



Metro Small Employer Pass Program (SEP)

Goal	Provide a reduced cost annual fare program option for small-to medium-sized businesses within LA County to increase business partnerships and transit ridership, while maintaining revenue neutrality for Metro.
Objective	Facilitate and maintain an Employer Annual Pass Program (EAPP) that is easy to administer, with a feasible pricing structure that aligns with Metro's fiscal calendar year.
Eligibility	<ul style="list-style-type: none">> Business must be within LA County> Business must employ 249 employees or less> Minimum participation is 50% of total employees> Default minimum participation for employers with less than 20 employees is 10
Administration	Employers must do the following: <ul style="list-style-type: none">> Complete and sign Employee Lists> Submit an Eligible Employee Acknowledgement form for each participant> Submit a current official payroll report> Submit copies of recent check stubs for those employees not listed on official payroll> Sign and date the Agreement> Submit a copy of signees driver's license> Submit payment> Submit employee photos (JPEG format, named as first and last name of employee)
Payment & Pricing Structure	<ul style="list-style-type: none">> Annual price per pass: \$408 (\$34/monthly equivalent)> Prorated pricing available based on program start date> Non-refundable card fee per new participant: \$5> Annual Payment: Payment is due and payable upon execution of Agreement> Acceptable payments: Check, money order, cashier's check , ACH, EFT, credit card> Program is based on a fiscal calendar year: July-June
Program Maintenance & Information	<ul style="list-style-type: none">> Flexibility to add, cancel and replace passes as necessary> Uninterrupted Service: Annual option to continue program participation available> Dedicated Customer Service team to manage orders and inquiries

For more information, contact:

Metro Commute Services
Employer Annual Pass Programs
213.922.2859
metro.net/riding/eapp



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 3, 2017

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: PAULETTA TONILAS *P.T.*
CHIEF COMMUNICATIONS OFFICER

SUBJECT: 2017 EMPLOYER ANNUAL PASS PROGRAM RENEWALS

ISSUE

As part of the agency's initiatives to increase ridership, the Metro Commute Services (MCS) team continues to grow the Employer Annual Pass Program (EAPP). Earlier this year, staff completed EAPP renewals for 2017. MCS staff achieved a record renewal rate this year, by reenrolling 91% of existing accounts. In addition, MCS staff conducted an 11-year growth analysis of the EAPP programs, and found that the programs had an average annual growth rate of 38%.

DISCUSSION

In February 2003, the Metro Board approved the Employer Annual Pass Program (EAPP) to "develop stronger partnerships with L.A. County businesses to promote use of transit" and to "generate new revenue to support MTA initiatives." The EAPP programs include the Annual Transit Access Pass (ATAP), which is a full fare 12-month pass, and the Business Transit Access Pass (BTAP), which is a discounted marketing program aimed at growing ridership.

EAPP contracts are renewed annually with participating companies. The program currently includes 550 active businesses in Los Angeles County with over 20,000 individual TAP cardholders.

The program goal is a 3% revenue growth each year. For FY16, the program generated over \$6.37 million in revenue. For FY17 staff has already secured over \$5.5 million which is 84% of the \$6.56 million goal for FY17. Staffing costs that support EAPP, U-Pass, the Youth on the Move (YOTM) foster youth pass and the Juror pass are approximately \$2.56 million, with an annual net revenue margin over \$4 million.

The detailed results of the 11-year growth analysis are as follows:

- From FY06 – FY16 revenue increased 417% from \$315,000 to \$6.37 million with an average annual growth rate of 38%.
- Number of accounts increased 625% from 22 to 601 with an average annual growth rate of 57%.
- TAP card holders increased 418% from 1,557 to 20,209 with an average annual growth rate of 38%.

In March 2015, MCS staff conducted a Customer Satisfaction Survey of EAPP clients. In those findings:

- 98% would recommend the program to other employers
- 92.2% said their number one reason for enrolling was because it is a great benefit for their employees
- 86% said that their employees began taking public transit because of the program

An updated Customer Survey conducted in February 2017 found that the most important factors of renewal are convenience and price, and the most important benefits that employers receive from the program are boosting sustainability and employee morale.

The EAPP program is exceeding its goals of increasing transit ridership and generating new revenue. This program serves as the model for all future Metro ridership marketing initiatives to be outlined in Metro's Strategic Marketing Plan. The marketing goals of increasing ridership and revenue from ridership will continue to be achieved by targeting rider behaviors that generate the greatest lifetime customer value for the agency.

NEXT STEPS

1. Continue to utilize the three-month Promotional Employer Program (PEP) that launched in May 2016 to generate new EAPP participants
2. Establish partnership with Big Blue Bus to grow business partnerships along the Expo Line
3. Update program name and marketing materials to enhance interest and participation

Employer Pass (E-Pass) Program

Executive Management Committee

June 18, 2020

File #2020-0352

Metro Commute Services:

Devon Deming,

Director of Commute Services

Direct: 213.922.9757

Jocelyn Feliciano,

Communications Manager

Direct: 213.922.3875



E-PASS

- The E-Pass Pilot Program has completed a 24-month pilot program, which will expire June 30, 2020. Staff is seeking approval to make E-Pass a permanent Program.
- Through partnerships with employers, E-Pass TAP stickers are distributed to employees and placed directly onto employee IDs
- Businesses are billed for actual boardings used each business quarter at \$1.40 per boarding with the maximum cost being \$80 per month per participant, which is a 20% discount off the full price of a regular monthly pass as a marketing incentive.
- Most of the businesses in the pilot pay the full cost on behalf of their employees.



U-PASS (Cont'd.)

During the first 21 months of the pilot, the E-Pass Program had:

- ✓ 11 businesses participating
- ✓ 1,435 active participants
- ✓ \$1.9 million in revenue
- ✓ Valid on Culver CityBus, DASH, Norwalk Transit, Pasadena Transit, Torrance Transit and Foothill's Silver Streak (others will be added)





Board Report

File #: 2020-0374, File Type: Program

Agenda Number: 26.

EXECUTIVE MANAGEMENT COMMITTEE JUNE 18, 2020

SUBJECT: MOBILITY ON DEMAND EMERGENCY FOOD AND ESSENTIAL GOODS DELIVERIES

ACTION: APPROVE RECOMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING expansion of emergency food and essential goods delivery to First 5 LA's five Best Starts regions (which include 14 subcommunities) up to 750 deliveries a week, as further described in Attachment A and Attachment B; and
- B. AUTHORIZING the CEO or his designee to execute necessary agreements and amendments to contracts as related.

ISSUE

As part of its Mobility on Demand (MOD) contract, Metro partnered with First 5 LA, an independent non-profit public agency, to temporarily provide delivery of emergency food and essential goods to families in Central Los Angeles, in partnership with the non-profit organization Para Los Ninos. Staff have received requests from First 5 LA for additional delivery support of (up to 750 deliveries a week) to families in all Best Starts communities (14 LA County communities in 5 regions) (Attachment A and B). Such an expansion of food deliveries could be accomplished within the existing contract budget. Serving additional areas would require establishment of new dedicated food delivery zones, outside of the initially identified as the MOD service areas. Staff is requesting approval to expand this temporary delivery service to areas identified by First 5 LA 14 Best Start communities service areas.

BACKGROUND

In January of this year, Metro's Board of Directors approved an extension to Metro's contract with Via for Mobility on Demand (MOD) through July 31, 2020, with authority delegated to the CEO to extend the project further through January 30, 2021. In May, staff reported back on the costs and benefits of

the service, the changing demand for the service, and the COVID-19 crisis response.

As part of our COVID-19 response, staff established a temporary partnership with First 5 LA and Para Los Ninos utilizing existing contract resources to deliver food and essential goods to 33 families in the “Metro LA” Best Starts area. In March of 2020, the outbreak of COVID-19 decreased ridership overall for the MOD Pilot, though MOD ridership decreased less than traditional Metro services and transit services world-wide. In partnership working with First 5 LA, staff rapidly deployed a pilot-within-a-pilot test of food and essential goods delivery utilizing surplus driver hours on our existing MOD contract, within the existing contract budget allocation. The flexibility of Metro’s contract with Via was key to getting the partnership quickly up and running. These deliveries went to single-parent families with young children who are unable to go to the store safely, or families with sick or otherwise vulnerable family members, who cannot afford to order traditional home delivery groceries nor have resources currently to pay for food. First 5 LA is a state-funded early childhood education agency for the County and their Best Start network includes 14 geographic areas (including Central Long Beach, Broadway Manchester, Compton, East LA, Metro LA, Pacoima, Palmdale, Panorama City, Lancaster, South East LA, South El Monte/El Monte, West Athens and Wilmington) in LA County that have faced historic disenfranchisement and oppression through political, economic, social and environmental factors that aggravate chronic family stressors such as violence and poverty identified as identified in their strategic plan (Attachment A).

Other Cities / Transit Agencies Providing Emergency Food Delivery

Many other cities and transit providers have used their surplus transit vehicles and operational capacity to deliver food and essential goods to families in poverty, the disabled and elderly during the COVID-19 crisis. Locally, this includes Access Services, and the City of LA Meals on Wheels in partnership with LADOT. Throughout the US, Capital Metropolitan Transportation Authority (Cap Metro) in Austin, Texas, is working with H-E-B and the Central Texas Food Bank to provide Help-at-Home Kits to Cap Metro’s MetroAccess clients free of charge. The Regional Transportation Commission (RTC) of Southern Nevada is working with Three Square to ensure seniors will still have access to food through deliveries. Smaller transit providers are also filling in where they are needed, such as in Linn County, Iowa, where LIFTS is transporting food throughout the county to combat food insecurity. Livingston Essential Transportation Service (LETS) in Livingston County, Michigan, is working with community organizations, such as Meals on Wheels and local food pantries, to ensure meals are being delivered. In Minnesota, customers who usually book rides through the paratransit service Metro Mobility can now book “rides for supplies.” Metro Mobility customers can order groceries and other household essentials online and have a certified Metro Mobility driver pick the order up and deliver it for free.

DISCUSSION

How do the deliveries work?

Staff’s proposal would provide up to 750 deliveries a week to needy families in the First 5 LA Best Starts communities through the COVID-19 crisis. To conduct deliveries, LA Metro staff, Via, First 5 LA and partner non-profits work collaboratively to collect information about food pantry/bank distribution locations and availability and information about family residence locations. Via collects all the location data and processes it in their backend routing software to optimize the route and

pickup/delivery schedule for efficiency. The information exchange between the partners is outlined in Attachment C - Food and Essential Goods Delivery Process Flow.

Costs

An expanded emergency food and essential goods delivery service would be paid with surplus resources under the existing MOD contract that are not being utilized due to ridership declines associated with the COVID-19 crisis. The costs for delivering up to 750 deliveries per week would be up to \$35,750 monthly, plus a one-time setup cost of \$5,000 (Attachment D). Staff expects each food and essential goods delivery to cost on average \$12.15 (((\$35,750 monthly cost x 7 months + \$5,000 set-up cost) / 7 months / 3,000 deliveries per month) ; this delivery includes two trips; one pickup from a central location (food pantry or non-profit office) and one delivery to the family's home. The food and good are donated by local organizations.

The cost of delivering goods is less than the \$34 (\$17 Via one-way ride subsidy x 2) cost of taking a Via ride to a grocery store and back and comparable to the \$8.32 (\$4.16 average bus subsidy x 2) cost Metro would pay for two transit trips to the store and back.

Staff does not expect that the resources diverted to deliveries would constrain our ability to continue providing ride services due to reductions in travel demand from COVID-19. Staff estimates that the maximum expenditure on these deliveries would be up to \$255,250 if the service continues till the end of an extended contract on Jan 31, 2021. The cost for deliveries would make up approximately 14 percent of the total monthly invoice based on the April MOD service invoice.

DETERMINATION OF SAFETY IMPACT

The MOD pilot-within-a-pilot emergency food and essential goods delivery will not have any adverse safety impacts on Metro employees or patrons. It may have a positive safety benefit by reducing virus transmission risk by providing social distancing options for transit users and providing essential deliveries to patrons in a time of need.

FINANCIAL IMPACT

Impact to Budget

There is no impact to the budget, as funds are already programmed for this use and the program is expending less money than was budgeted due to less than expected ridership during COVID-19 Safer-at-Home orders limiting non-essential travel. The Board authorized \$7,434,035 for two years of MOD contract services through January 2021. More than \$4,000,000 of budgeted funds remain available. The costs for delivering up to 750 deliveries per week would be \$35,750 monthly, plus a one-time setup cost of \$5,000 (Attachment D). Staff expects that the costs estimated above are eligible for reimbursement by the CARES act and by FEMA.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports the following goals form Metro's Strategic Plan:

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

The project increases access to Metro fixed route services with a platform that provides excellent

customer experience and shortens travel times for riders who must transfer.

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

The project provides seamless journeys and expands access to on-demand transportation to riders who use wheelchairs, do not have smart phones, or do not have the financial means to use private services.

Equity Platform Framework

The project is addressing inequity in new mobility options by providing access to people who would not otherwise be able to afford on-demand rideshare platforms like Uber and Lyft. The project allows people without smartphones or bank accounts, as well as people who use wheelchairs, to experience the benefits of on-demand mobility and seamless access to Metro fixed-route offerings. MOD is offered in low income areas and marketed to low income riders.

ALTERNATIVES CONSIDERED

The Board may choose not to extend the food and essential goods delivery to all First 5 LA communities, which would reduce projected project expenditures, but would reduce options for vulnerable families to access food and other essential goods without leaving their homes. Staff does not recommend this approach.

NEXT STEPS

Metro, Via and First 5 LA will evaluate the opportunities for food and essential goods delivery through surveys to the participating families and through an analysis of delivery service hours utilized per delivery. Staff will use guiding principles in the Understanding How Women Travel report to conduct an analysis and engage the Metro Women and Girls Governing Council to review and guide this pilot-within-a-pilot. Staff will look to baseline the goods delivery costs against industry standard costs (services like Instacart and Postmates) and evaluate if combining on-demand ride services with goods delivery in a public-private partnership model may improve the efficiency of the overall program.

Metro staff will continue to analyze Via service during the COVID-19 crisis, as well as the feasibility of exercising the CEO's authority to approve an extension of the current contract, which expires at the end of July, for an additional six months through January 2021. The service will continue to operate and provide transportation for essential workers and for essential trips. Metro staff is continuing to analyze the service and ridership levels and make adjustments as needed in order to ensure that the service continues to meet the needs of patrons during this unpredictable time, as well as to better understand how such on-demand models may fit into Metro's long term service offerings.

If extended, Staff will return to the Board with the quarterly Receive and File update on MOD in Fall 2020 to report back on on-demand rides and the progress of the food and essential goods deliveries.

ATTACHMENTS

Attachment A - First 5 LA 13 Best Start Communities

Attachment B - Best Start Emergency Food and Essential Goods Delivery Plan Letter

Attachment C - Food and Essential Goods Delivery Process Flow

Attachment D - Food and Essential Goods Delivery Budget

Prepared_by

Prepared by:

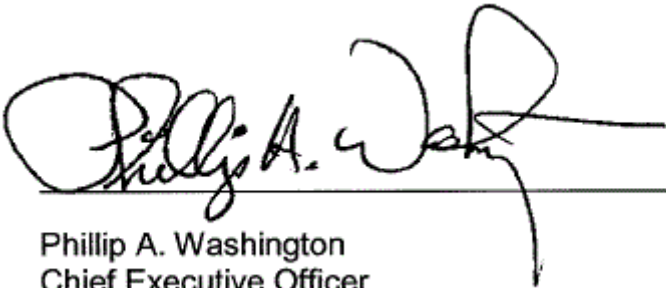
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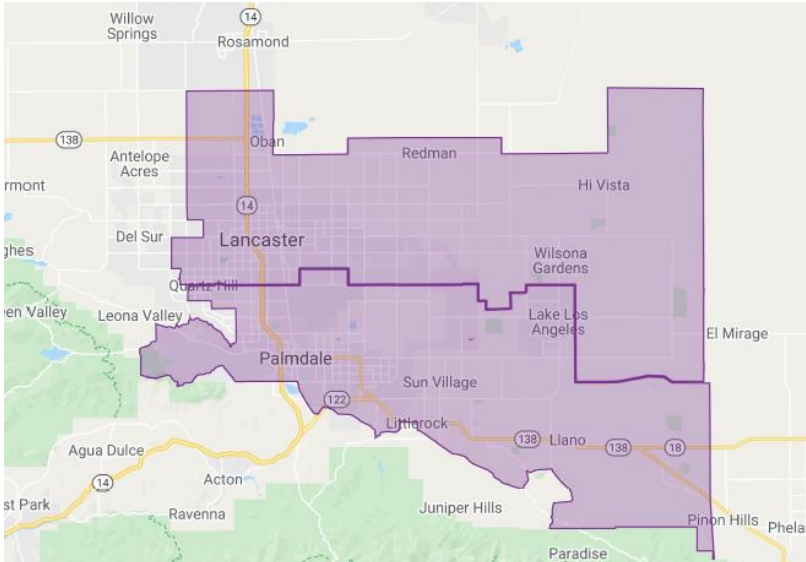
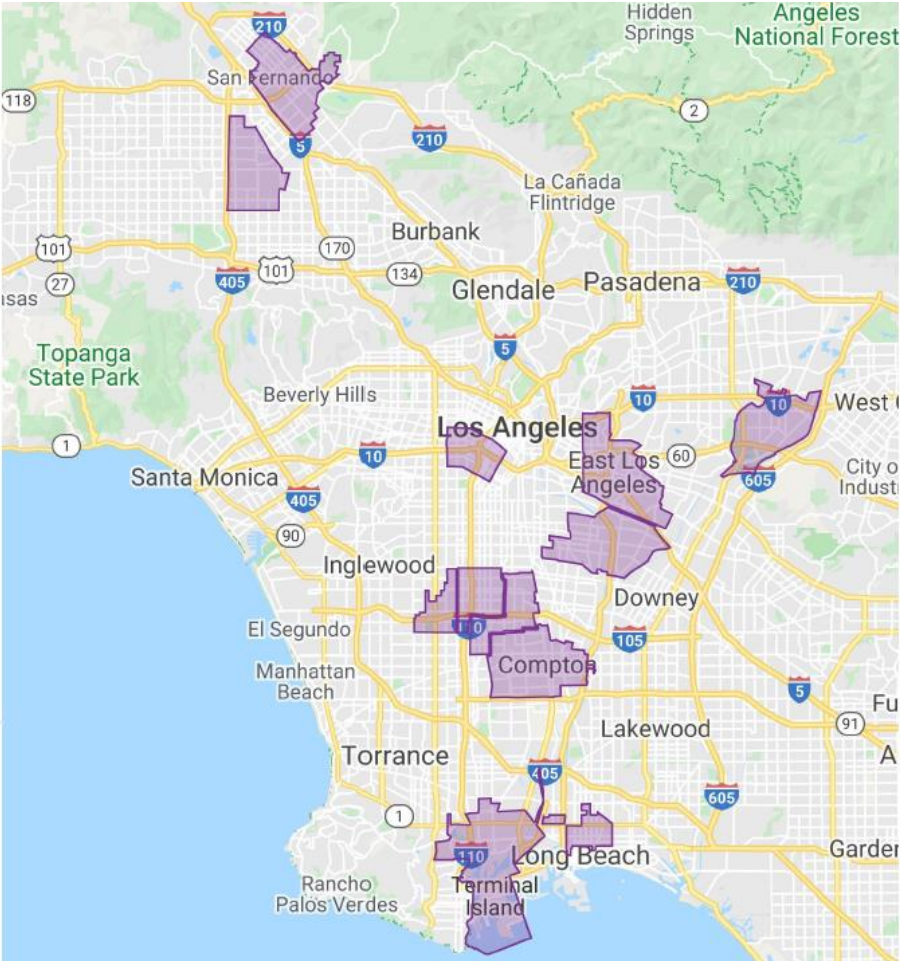


Phillip A. Washington
Chief Executive Officer

First 5 LA 14 Best Start Communities

Best Start Communities Revised Boundaries

- Central Long Beach
- Broadway Manchester
- Compton
- East LA
- Lancaster
- Metro LA
- Pacoima
- Palmdale
- Panorama City
- SELA
- South El Monte/El Monte
- Watts Willowbrook
- West Athens
- Wilmington

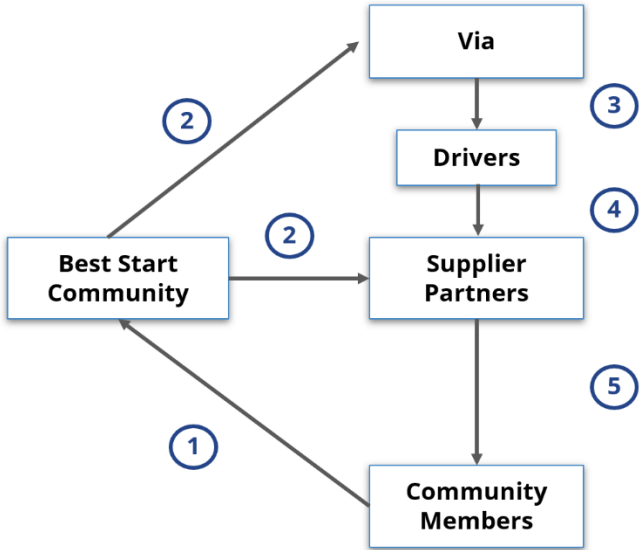


Best Start Emergency Food and Essential Goods Delivery Plan

Best Start Region	Best Start Communities	Target delivery minimum	Max Deliveries / week	Potential growth in deliveries / week	Geographic proximity To MOD Service Area	Density
Region 1 Central-East LA	Metro LA	50	275	Low	15 mins	High
	South-East LA		50	Low	10-15 mins	Medium
	El Monte		50	Low	0-5 mins	Medium
	East LA		50	Low	10-15 mins	Medium
Region 1 Karsh Center	Metro LA		25	Medium	15 mins	High
Region 2 South LA	Broadway Manchester, Watts Willowbrook, West Athens	50	15	High	5-10 mins	Medium
Region 3 San Fernando Valley	Pacoima, Panorama City	50	40	Medium	10-15 mins	Medium
Region 4 Long Beach	Wilmington, Long Beach	Estimated 50	<i>Estimated</i> 50	<i>TBD</i>	30 - 50 mins	Medium
Region 5 Antelope Valley	Palmdale, Lancaster	50	40	Medium-High	80-90 mins	Low
Total		300	595			

Food and Essential Goods Delivery Process Flow

Delivery Flow: Phase 1



1. Community members contact the Best Start Community to make delivery requests up to 24h in advance
2. Best Start Community submits delivery requests to Via and supplier partners simultaneously via the [Request Form](#)
3. During each delivery window, Via dispatches drivers to supplier partners to fulfill each request
4. Supplier partners receive Via's drivers and provide them with required packages
5. Drivers deliver packages to community members



Food and Essential Goods Delivery Budget

LA Metro | Via Food Delivery Costs |

Driver Hours (Pass-Through at Current Contract Rates):		
	Cost to Via (per driver hour)	Cost to LA Metro (per driver hour)
Standard driver hours	\$21.00	\$21.00
Accessible vehicle driver hours	\$35.00	\$35.00
One-Time Setup Costs (Discounted):		
	Cost to Via (one-time fee)	Cost to LA Metro (one-time fee)
Tech set-up	\$10,000	\$5,000
Ongoing Operational Costs:		
	Cost to Via (per week)	Cost to LA Metro (per week)
Project management / operations support	\$850	\$850
Customer support	\$700	\$350
	Cost to Via (per driver hour)	Cost to LA Metro (per driver hour)
IT hosting	\$2.50	\$2.50
Monthly Cost Simulation: 750 deliveries		
<i>Excludes tech-set up fees</i>		Cost to LA Metro
Utilization assumption		2.5
Number of packages		750
Number of driver hours / week		300
Driver hour costs		\$27,300
Driver hour costs (IT hosting)		\$3,250
Project management / operations support		\$3,683
Customer support		\$1,517
Total		\$35,750
Month	Monthly Invoice for deliveries	Deliveries
July	\$40,750	3000
August	\$35,750	3000
September	\$35,750	3000
Oct	\$35,750	3000
Nov	\$35,750	3000
Dec	\$35,750	3000
Jan	\$35,750	3000
Total	\$255,250	21000
Cost per delivery	\$12.15	
April Total Invoice (not including food delivery from May)	227,408.34	
Average Monthly Cost for deliveries	\$31,906	
% of monthly invoice	14%	



Board Report

File #: 2020-0096, File Type: Program

Agenda Number: 27.

PLANNING AND PROGRAMMING COMMITTEE
JUNE 17, 2020

SUBJECT: MEASURE R AND M HIGHWAY SUBREGIONAL PROGRAM SEMI-ANNUAL UPDATE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$178,107,100 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list as shown in Attachment A for:
 - Highway Operational Improvements in Arroyo Verdugo
 - Highway Operational Improvement in Las Virgenes Malibu
 - I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)
 - I-605 Corridor “Hot Spots” Interchange Improvements in Gateway Cities
 - I-710 South and/or Early Action Projects in Gateway Cities
- B. APPROVING deobligation of \$23,214,900 dollars of previously approved Measure R Highway Subregional Program funds for re-allocation at the request of project sponsors;
- C. APPROVING \$5,250,000 in additional programming of Measure M Multi-Year Subregional Program (MSP) funds as shown in Attachment B for:
 - Transportation System and Mobility Improvements Program (Expenditure Line 66) project number MM5508.05
 - I-605 Corridor “Hot Spots” Interchange Improvements Program (Expenditure Line 61) project number MM5509.05
- D. DELEGATING to the CEO or his designee the authority to:
 1. amend Measure R funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 2. allow changes in project sponsor to deliver board approved projects; and
- E. AUTHORIZING the CEO or his designee to negotiate and execute all necessary agreements for the Board-approved projects; and

ISSUE

The Measure R Highway Subregional Program update allows the Metro Highway Program and each subregion or lead agency to revise delivery priorities and amend project 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, funding allocation and the addition or removal of 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 of the 2008 Measure R Expenditure Plan address Highway Operational Improvement subfunds. The Highway Department in Program Management assists or lead the development and implementation of highway and arterial projects with these subfunds. Highway Department staff also manage grants to jurisdictions and works with each of the subregions and eligible grant recipients to deliver projects.

To be eligible for funding, projects must improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies. Project sponsors may use board approved funds in all project phases.

Updates on progress in development and implementation of the subregional highway projects and programs are presented to the Board semi-annually and on as-needed basis.

Performance of completed projects funded by highway subregional funds will be reported to the Board at set milestones.

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 Highway Program staff for funding.

The changes in this update include \$178,107,100 in additional programming for projects in Arroyo Verdugo, Las Virgenes Malibu, Gateway Cities and South Bay subregions- as detailed in Attachment A.

A nexus determination has been completed for each new project. All projects on the attached project lists are expected to provide highway operational benefits and meet the Highway Operational and Ramp/Interchange improvement definition approved by the Board.

Moreover, this update includes programming for two Measure M MSP projects. The MSP project for the City of Redondo Beach is detailed in the South Bay section of this report and the City of Long Beach project is detailed in the Gateway Cities I-605 Corridor "Hot Spots" Interchange section of this

report.

For the Gateway Cities subregion, the MSP project had been excluded from the previously approved Measure M MSP 5-year plan. Due to a change in determination of eligibility, this project will be funded through Line 61, I-605 Corridor “Hot Spots” Interchange Improvements.

Future MSP project and program updates will continue to be reported through the annual Measure M Multi-Year Subregional Program board reports for the Gateway Cities and South Bay subregions.

Highway Operational Improvements in Arroyo Verdugo

To date, \$91,038,400 has been programmed for projects. This update includes \$4,150,000 in new programming for 2 new projects and adjustments to 2 existing projects as follows:

Burbank

- Modify the scope for MR310.55 - I-5 Corridor Arterial Signal Improvements - Phase 3. This project will add the intersection of Magnolia Blvd at Screenland Dr to the current project scope.
- Modify the scope for MR310.56 - Victory Blvd/N Victory Pl and Buena Vista St Signal Synchronization. This modification will extend the project limits from the intersection of Victory Pl and N Buena Vista to the intersection of San Fernando Blvd and Cohasset St. The project will synchronize San Fernando Blvd, N Victory Pl and Victory Blvd and Buena Vista within the project limits.

Glendale

- Program \$1,650,000 for MR310.61 - Broadway Traffic Signal Modifications. The total project budget is \$1,650,000. This new project will design and construct signals on Broadway at San Fernando Rd., Columbus Ave. and Galleria Way intersections.

Measure R NEXUS to Highway Operational Definition: This project is an eligible traffic signal upgrade, timing and synchronization project.

- Program \$2,500,000 for MR310.62 - Downtown Glendale Signal Synchronization Project. This new project will design and construct traffic signal improvement, timing and synchronization plans and install communications upgrades on various principal arterials in Downtown Glendale.

Measure R NEXUS to Highway Operational Definition: This project is an eligible traffic signal upgrade, timing and synchronization project.

Highway Operational Improvements in Las Virgenes Malibu Subregion

To date, \$156,651,000 has been programmed for projects. This update includes \$250,000 in new programming and funding adjustments to 4 existing projects as follows:

Westlake Village

- Program an additional \$250,000 for MR311.18 - Rte 101/Lindero Cyn Rd. Interchange Improvements, Phase 3A Construction. The revised project budget is \$9,700,000. The additional programmed funds will be used for installation of required safety barricades.

Malibu

- Program an additional \$900,000 for MR311.11 - PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd. The revised project budget is \$14,600,000. The additional programmed funds will be used for design and construction of changeable message signs and signal improvements.
- Program an additional \$400,000 for MR311.24 - Malibu/Civic Center Way Widening. The revised project budget is \$5,600,000. The additional programmed funds will be used for construction.
- Deobligate \$1,300,000 from MR311.29 - PCH Regional Traffic Message System (CMS). The revised project budget is \$0. The city will no longer proceed with this project.

I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay)

To date, \$236,970,900 has been programmed for projects. This update includes \$175,295,000 in new programming for 3 new projects and funding adjustments to 8 existing projects as follows:

Caltrans

- Program an additional \$62,000,000 for MR312.25 - I-405 at 182nd St./Crenshaw Blvd Improvements. The revised project budget is \$86,400,000. The additional programmed funds will be used for construction.
- Program \$8,400,000 for MR312.82 - PCH (I-105 to I-110) Turn Lanes and Pockets. This new project will construct intersection improvements on Pacific Coast Highway.

Measure R NEXUS to Highway Operational Definition: This project is an eligible intersection and street widening project.

El Segundo

- Program an additional \$5,000,000 for MR312.57 - Park Place Roadway Extension and

Railroad Grade Separation Project. The revised project budget is \$5,350,000. The additional programmed funds will be used for final design.

County of Los Angeles

- Reprogram existing board approved project budget of \$2,000,000 for MR312.64 - South Bay Arterial System Detection Project. The funds are being reprogrammed to align with the current project schedule: \$600,000 in FY21 and \$1,400,000 in FY22.

Manhattan Beach

- Modify the scope for MR312.62 - Sepulveda Blvd Operational Improvements at Rosecrans Ave, 33rd St., Cedar Ave, 14th St and 2nd St. The project scope has been reduced to only one intersection, Marine Ave at Cedar Ave. This project will construct new left-turn and right-turn improvements at the intersection of Marine Ave and Cedar Ave and traffic signal improvements. The project budget remains the same and funds will be reprogrammed to FY21.

Metro

- Program an additional \$13,200,000 for MR312.30 - I-405 Improvements from I-105 to Artesia Blvd. The revised project budget is \$17,381,000. The additional programmed funds will be used for final design.
- Program an additional \$13,200,000 for MR312.55 - I-405 Improvements from I-110 to Wilmington. The revised project budget is \$17,400,000. The additional programmed funds will be used for final design.
- Program \$20,000,000 for MR312.84 - I-105 Integrated Corridor Management (ICM). This new project will develop, design and construct detection, traffic management, communications and traffic control systems that will enable real-time traffic management capabilities between Caltrans and local agencies on I-105.

Measure R NEXUS to Highway Operational Definition: This project is an eligible traffic signal upgrade, timing and synchronization project.

- Program \$14,000,000 for MR312.85 - I-405 N/B Aux Lane (Imperial Hwy to El Segundo). This new project will environmentally clear and design auxiliary lane improvements between Imperial Hwy and El Segundo.

Measure R NEXUS to Highway Operational Definition: This project is an eligible auxiliary lane for merging and weaving between adjacent interchanges.

Port of Los Angeles

- Program an additional \$37,395,000 for MR312.32 - SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd. The revised project budget is \$41,225,000. The additional programmed funds will be used for construction.

Redondo Beach

- Program an additional \$2,100,000 for MR312.38 - PCH at Anita St. Improvements (left-and right-turn lanes). The revised project budget is \$2,400,000. The additional programmed funds will be used for final design and construction.

Measure M MSP

Redondo Beach

- Program an additional \$2,750,000 for MM5508.05 - Redondo Beach Park and Ride/Transit Center. The revised project budget is \$7,250,000. The additional funds will be used for construction.

I-605 Corridor “Hot Spots” Interchanges

To date, \$263,458,000 has been programmed for projects. This update includes \$7,925,500 in new programming for 1 new project and funding adjustments to 7 existing projects as follows:

Metro

- Program an additional \$242,200 for AE25081 - PS&E for Carmenita/South St. and Bloomfield/Artesia Intersection Improvements. The revised project budget is \$342,200. The programmed funds are being revised to match the awarded contract.
- Program an additional \$265,400 for AE25083 - PS&E for Valley View/Rosecrans & Valley View/Alondra Intersection Improvements. The revised project budget is \$365,400. The programmed funds are being revised to match the awarded contract.
- Modify scope for MR315.72 - Whittier Intersection Improvements. This project is currently in design. Right of Way services are required for this project and eligible for Measure R Subregional funds. The cost of the ROW phase for this project was included in the June 2019 Board action but the phase was not listed in the project description. The ROW services will be completed within the existing project budget.

Caltrans

- Modify scope for MR315.31 - I-605 from SR-91 to South St. Improvements. Final design for the project is complete. However, preparation of an aesthetic landscape master plan and design services for all SR-91 active project are required by Caltrans. The additional work can be completed within the current approved project budget.

Lakewood

- Deobligate \$300,000 for MR315.01 - Lakewood Blvd at Hardwick St. Traffic Signal Improvements. The revised project is \$0. The city is consolidating the scope items of this agreement with MR315.36. This agreement will be canceled.
- Program an additional \$300,000 for MR315.36 - Lakewood Blvd Regional Capacity Enhancements. The revised project budget is \$3,900,000. The additional programmed funds will be used to complete design and construction of the project.

Long Beach

- Program an additional \$2,819,000 for MR315.60 - Soundwall on Northbound I-605 near Spring St. The revised project budget is \$3,169,000. The additional programmed funds will be used for final design and construction.

Paramount

- Program \$4,600,000 for MR315.20 - Alondra Blvd Improvements. This new project will environmentally clear and design roadway widening improvements on Alondra Blvd between Hunsaker Ave and Lakewood Blvd.

Measure R NEXUS to Highway Operational Definition: This is an eligible intersection and street widening project.

Measure M MSP

Long Beach

- Program an additional \$2,500,000 for MM5509.05 - Studebaker Rd - Loynes Dr. Complete Streets Project. The revised project budget is \$8,750,000. This project will construct roadway, signal and bikelane improvements.

I-710 South and/or Early Action Projects

To date, \$247,189,900 has been programmed for projects. The update includes \$13,700,000 in new programming for 2 new projects and funding adjustments to 2 existing projects as follows:

Metro

- Deobligate \$5,000,000 from the ITS/Air Quality Early Action allocation. The remaining budget for the stated use is \$3,760,000. The deobligated funds will be reprogrammed to develop Integrated Corridor Management (ICM) improvements along I-710 consistent with the original intent of these funds.
- Program \$5,000,000 for MR306.05 - I-710 Integrated Corridor Management (ICM) Project. This new project will develop and design detection, traffic management, communications and traffic control system enhancements to enable real-time traffic management capabilities between Caltrans and local agencies along I-710. These ITS and ICM improvements will improve mobility and air quality through the real-time management of passenger car and freight/drayage truck congestion.

Measure R NEXUS to Highway Operational Definition: This is an eligible Traffic signal upgrade/timing/synchronization and traffic surveillance project.

Long Beach

- Program an additional \$12,900,000 for MR306.19 - Shoemaker Bridge Replacement Project. The revised project budget is \$23,900,000. The additional funding is a required local match to the STIP.

Paramount

- Program \$800,000 for MR306.06 - Rosecrans Bridge Retrofit Project. This new project will environmentally clear and design the widening of the existing Rosecrans bridge.

Measure R NEXUS to Highway Operational Definition: This is an eligible street widening project.

State Route 138 Capacity Enhancements

To date, \$200,000,000 has been programmed for projects. The update includes funding adjustments to 4 existing projects as follows:

Lancaster

- Program an additional \$5,339,994 for MR330.02 - SR-138 (SR-14) Avenue K Interchange. The revised project budget is \$20,339,994. The additional funds are being reprogrammed to match the engineers estimate.
- Deobligate \$13,124,973 from MR330.03 - SR-138 (SR-14) Avenue G Interchange. The revised project budget is \$1,875,063. The remaining funds are for the project initiation document and environmental phases. The city has acquired funding commitments from the County of Los Angeles and allocated North County MSP funds to match the engineers estimate.

- Program an additional \$11,274,943 for MR330.04 - SR-138 (SR-14) Avenue J Interchange. The revised project budget is \$21,274,943. The additional funds are being reprogrammed to match the engineers estimate.
- Deobligate \$3,490,000 from MR330.05 - SR-138 (SR-14) Avenue L Interchange. The revised project budget is \$1,510,000. The remaining funds are for the project initiation document and environmental phases. The city will actively pursue ATP grants, allocate North County MSP funds and evaluate other funding options to complete this project.

DETERMINATION OF SAFETY IMPACT

The recertification of the project list and funding allocations 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 and C will not require an FY20 Budget amendment at this time. Highway project management staff will monitor the respective projects and adjust funding as required to meet project needs within the Adopted FY20 Highway budget and the proposed FY21 budget subject to availability of funds.

Funding for the highway projects is from the Measure R 20% Highway Capital subfund earmarked for the subregions. FY20 and FY21 funds are allocated for Arroyo Verdugo (Project No.460310), Las Virgenes Malibu (Project No. 460311), and South Bay (Project No. 460312) subregions in approved FY20 and proposed FY21 budgets. These three programs are budgeted under Cost Center 0442 in Account 54001 (Subsidies to Others).

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 under Cost Center 0442 in Project No. 460330, Account 54001 (Subsidies to Others).

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); 461314, Task 5.2.100; 462314, Task 5.3.100; 463314, Task 5.2.100; 460345, Task 5.3.100; 460346, Tasks 5.3.100 and 5.5.100; 460348, Tasks 5.2.100 and 5.3.100; 460349, Task 5.2.100; 460350, Task 5.2.100; 460351, task 5.2.100 ; and for I-710 Early Action Projects, in Project No. 460316 in Cost Center 0442, Account 54001 (Subsidies to Others) and also under 462316, Task 5.2.100; 463316, Task 5.3.100; 463416, Task 5.3.100; and 463516, Task 5.3.100 in Account 50316 (Professional Services) in Cost Center 4720 are all included in the FY20 budget

Funding for the Redondo Beach Park and Ride/Transit Center project will be managed through the Transportation System and Mobility Improvements Program (Expenditure Line 66) Project No. 475508, Cost Center 0442, Account 54001 (Subsidies to Others). Staff will work within the adopted FY20 and proposed FY21 budget subject to available funds.

Moreover, programmed funds are based on estimated revenues. Since each MRHSP is a multi-year program with various projects, the Project Managers, the Cost Center Manager and the Senior Executive Officer, Program Management, Highway Program will be responsible for budgeting the costs in current and future years.

Impact to Budget

Upon Approval of recommendations, staff will rebalance the approved FY20 and proposed FY21 budgets to fund the identified priorities. Should additional funds be required for FY21 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 Bus and rail Operations or Capital expenses.

The source of funds for Recommendation C is Measure M Highway Construction 17%. This fund is not eligible for Bus and Rail Operations or Capital expenses.

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 by alleviating the current operational deficiencies and improving mobility along the State highways and eligible local arterials.

Goal 4: Transform LA county through regional collaboration by partnering with the various subregions to identify the needed improvements and development and implement mobility improvement projects.

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 development of the needed improvements.

NEXT STEPS

Metro Highway Program 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.


ATTACHMENT

Attachment A - Projects Receiving Measure R Funds

Attachment B - Projects Receiving Measure M Funds

Prepared by: Isidro Panuco, Sr Mgr. Transportation Planning, (213) 418-3208
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Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Measure R Highway Operational Improvements Projects												
<i>(Dollars in Thousands)</i>												
HIGHWAY OPS IMP GRAND TOTAL				1,195,308	201,322	1,396,630	949,455	124,379	110,501	77,925	40,675	50,595
Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Arroyo Verdugo Operational Improvements				91,038.4	4,150.0	95,188.4	61,624.4	10,750.0	15,424.0	5,590.0	1,800.0	0.0
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	250.0		3,717.0			
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	250		3,647.0			
Burbank	MR310.11	Olive Ave. / Verdugo Ave. Intersection Improvement		3,600.0	0.0	3,600.0	1,600.0	2,000.0				
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 Improvements		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		3,200.0	0.0	3,200.0	1,900.0	1,300.0				
Burbank	MR310.50	I-5 Downtown Soundwall Project - Orange Grove Ave to Magnolia		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	Chg	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	Chg	250.0	0.0	250.0			250.0			
Burbank	MR310.57	Olive Ave and Glenoaks Blvd Signal Synchronization		350.0	0.0	350.0				350.0		
Burbank	MR310.58	Downtown Burbank Signal Synchronization		250.0	0.0	250.0					250.0	
Burbank	MR310.59	Burbank LA River Bicycle Bridge at Bob Hope Drive		2,000.0	0.0	2,000.0		500.0	1,500.0			
TOTAL BURBANK				33,273.8	0.0	33,273.8	18,109.8	4,050.0	9,314.0	1,550.0	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	FY20	FY21	FY22	FY23	FY24
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		4,520.0	0.0	4,520.0	1,520.0		3,000.0			
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					

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
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					
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		600.0	0.0	600.0	0.0			100.0	500.0	
Glendale	MR310.37	Verdugo Boulevard Traffic Signal Modification at Vahili Way and SR-2		1,450.0	0.0	1,450.0	1,100.0	350.0				
Glendale	MR310.39	Widening of SR-2 Fwy Ramps @ Mountain		1,200.0	0.0	1,200.0	0.0			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	0.0		585.0	1,065.0		
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		3,000.0	0.0	3,000.0	1,800.0	1,200.0				
Glendale	MR310.52	Traffic Signal Improvements at Chevy Chase Dr/California Ave/		2,500.0	0.0	2,500.0	1,000.0	1,500.0				
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	Add	0.0	1,650.0	1,650.0			625.0	1,025.0		
Glendale	MR310.62	Downtown Glendale Signal Synchronization Project	Add	0.0	2,500.0	2,500.0			800.0	1,700.0		
		TOTAL GLENDALE		43,920.6	4,150.0	48,070.6	31,670.6	4,700.0	6,110.0	4,040.0	1,550.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
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	1,712.0	2,000.0				
		TOTAL LA CANADA FLINTRIDGE		10,100.0	0.0	10,100.0	8,100.0	2,000.0	0.0	0.0	0.0	0.0
LA County	MR310.44	Soudwalls on Interstate I-210 in LA Crescenta-Montrose		3,044.0	0.0	3,044.0	3,044.0					
		TOTAL LA COUNTY		3,044.0	0.0	3,044.0	3,044.0	0.0	0.0	0.0	0.0	0.0
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	0.0	0.0
		TOTAL ARROYO VERDUGO OPS IMPS		91,038.4	4,150.0	95,188.4	61,624.4	10,750.0	15,424.0	5,590.0	1,800.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Las Virgenes/Malibu Operational Improvements				156,651.0	250.0	156,901.0	153,601.0	1,750.0	250.0	1,300.0	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	Chg	9,419.0	250.0	9,669.0	9,419.0		250.0			
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				18,301.0	250.0	18,551.0	18,301.0	0.0	250.0	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		1,150.0	0.0	1,150.0	800.0	350.0				
Agoura Hills	MR311.05	Agoura Road Widening		36,700.0	0.0	36,700.0	36,500.0	200.0				
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				49,100.0	0.0	49,100.0	48,550.0	550.0	0.0	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	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	FY20	FY21	FY22	FY23	FY24
Malibu	MR311.11	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd	Chg	13,700.0	900.0	14,600.0	13,700.0			900.0		
Malibu	MR311.24	Malibu/Civic Center Way Widening	Chg	5,200.0	400.0	5,600.0	4,000.0	1,200.0		400.0		
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	1,000.0					
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)	Deob	1,300.0	(1,300.0)	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	31,500.0	1,200.0	0.0	1,300.0	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	0.0	0.0
		TOTAL LAS VIRGENES/MALIBU OPS IMPS		156,651.0	250.0	156,901.0	153,601.0	1,750.0	250.0	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	FY20	FY21	FY22	FY23	FY24
South Bay I-405, I-110, I-105, & SR-91 Ramp / Interchange Imps				236,970.9	175,295.0	412,265.9	204,171.9	23,440.0	53,764.0	48,695.0	31,600.0	50,595.0
SBCCOG	MR312.01	South Bay Cities CCG Program Development & Oversight and Program Administration <i>(Project Development Budget Included)</i>		13,375.0	0.0	13,375.0	12,758.0	617.0				
TOTAL SBCCOG				13,375.0	0.0	13,375.0	12,758.0	617.0	0.0	0.0	0.0	0.0
Caltrans	MR312.11	ITS: I-405, I-110, I-105, SR-91 at Freeway Ramp/Arterial Signalized Intersections		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	Chg	24,400.0	62,000.0	86,400.0	17,800.0	6,600.0	25,000.0	20,000.0	11,000.0	6,000.0
Caltrans	MR312.29	ITS: Pacific Coast Highway and Parallel Arterials From I-105 to I-110		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)		150.0	0.0	150.0	80.0	70.0				
Caltrans	MR312.82	PCH (I-105 to I-110) Turn Lanes and Pockets	Add	0.0	8,400.0	8,400.0				4,400.0	4,000.0	
TOTAL CALTRANS				48,177.0	70,400.0	118,577.0	41,507.0	6,670.0	25,000.0	24,400.0	15,000.0	6,000.0
Carson/Metro	MR312.41	Traffic Signal Upgrades at 10 Intersections		1,400.0	0.0	1,400.0	1,400.0					
Carson/Metro	MR312.46	Upgrade Traffic Control Signals at the Intersection of Figueroa St and 234th St. and Figueroa and 228th st.		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				2,550.0	0.0	2,550.0	1,550.0	1,000.0	0.0	0.0	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		400.0	0.0	400.0	400.0					
El Segundo	MR312.57	Park Place Roadway Extension and Railroad Grade Separation Project	Chg	350.0	5,000.0	5,350.0	350.0		600.0	3,200.0	1,200.0	
TOTAL EL SEGUNDO				3,250.0	5,000.0	8,250.0	3,250.0	0.0	600.0	3,200.0	1,200.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
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	11,473.3	144.0	0.0	0.0	0.0	0.0
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 Redondo Beach on Crenshaw at Oak Northbound 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	200.0	700.0	600.0	495.0		
Hawthorne	MR312.67	Rosecrans Ave Signal Improvements and Intersection Capacity Enhancements.		3,200.0	0.0	3,200.0	500.0	1,000.0	1,200.0	500.0		
Hawthorne	MR312.68	El Segundo Blvd Improvements Project Phase I		2,000.0	0.0	2,000.0	400.0	400.0	500.0	700.0		
Hawthorne	MR312.69	El Segundo Blvd Improvements Project Phase II		600.0	0.0	600.0	100.0	300.0	200.0			
Hawthorne	MR312.81	120th St Improvements -- Crenshaw Blvd to Felton Ave		600.0	0.0	600.0	0.0	600.0				
		TOTAL HAWTHORNE		29,283.0	0.0	29,283.0	22,088.0	3,000.0	2,500.0	1,695.0	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	FY20	FY21	FY22	FY23	FY24
Hermosa Beach	MR312.05	PCH (SR-1/PCH) Improvements between Anita St. and Artesia Boulevard		574.7	0.0	574.7	574.7					
		TOTAL HERMOSA BEACH		574.7	0.0	574.7	574.7	0.0	0.0	0.0	0.0	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		205.0	0.0	205.0	205.0					
Inglewood	MR312.71	La Cienega Blvd Synchronization Project		80.0	0.0	80.0	80.0					
Inglewood	MR312.72	Arbor Vitae Synchronization Project		130.0	0.0	130.0	130.0					
Inglewood	MR312.73	Florence Ave Synchronization Project		255.0	0.0	255.0	255.0					
		TOTAL INGLEWOOD		4,170.0	0.0	4,170.0	4,170.0	0.0	0.0	0.0	0.0	0.0
LA City	MR312.48	Alameda St. (South) Widening frm. Anaheim St. to Harry Bridges Blvd		2,875.0	0.0	2,875.0	2,875.0					
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	1,000.0	1,000.0	1,580.0			
		TOTAL LA CITY		7,868.0	(0.0)	7,868.0	5,288.0	1,000.0	1,580.0	0.0	0.0	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	Chg	2,000.0	0.0	2,000.0			600.0	1,400.0		
		TOTAL LA COUNTY		3,328.0	0.0	3,328.0	1,328.0	0.0	600.0	1,400.0	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	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	FY20	FY21	FY22	FY23	FY24
Lomita	MR312.43	Intersection Improvements at Western/Palos Verdes Dr and PCH/Walnut		1,585.0	0.0	1,585.0	1,506.0	79.0				
		TOTAL LOMITA		1,585.0	0.0	1,585.0	1,506.0	79.0	0.0	0.0	0.0	0.0
Manhattan Beach	MR312.04	Sepulveda Blvd at Marine Ave Intersection Improvements (West Bound left turn lanes) (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					
Manhattan Beach	MR312.34	Aviation Blvd at Artesia Blvd Intersection Improvements (Southbound right turn lane)		1,500.0	0.0	1,500.0	1,500.0					
Manhattan Beach	MR312.35	Sepulveda Blvd at Manhattan Beach Blvd Intersection Improvements (NB, WB, EB left turn lanes and SB right turn lane)		980.0	0.0	980.0	980.0					
Manhattan Beach	MR312.62	Marine Ave at Cedar Ave Intersection Improvements	Chg	900.0	0.0	900.0			900.0			
		TOTAL MANHATTAN BEACH		12,826.5	0.0	12,826.5	11,926.5	0.0	900.0	0.0	0.0	0.0
Metro	MR312.30	I-405 Improvements from I-105 to Artesia Blvd	Chg	4,181.0	13,200.0	17,381.0	881.0	3,300.0	10,000.0	3,200.0		
Metro	MR312.55	I-405 Improvements from I-110 to Wilmington	Chg	4,200.0	13,200.0	17,400.0	600.0	3,600.0	10,000.0	3,200.0		
Metro	30000020337-4010-2540-04-40	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	Add	0.0	20,000.0	20,000.0			600.0	2,000.0	2,400.0	15,000.0
Metro	MR312.85	I-405 N/B Aux Lane (Imperial Hwy to El Segundo)	Add	0.0	14,000.0	14,000.0			800.0	1,000.0	3,000.0	9,200.0
		TOTAL METRO		10,131.0	60,400.0	70,531.0	3,231.0	6,900.0	21,400.0	9,400.0	5,400.0	24,200.0
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	0.0	0.0
POLA	MR312.32	SR-47/Vincent Thomas Bridge on/off ramp Improvements at Harbor Blvd	Chg	3,830.0	37,395.0	41,225.0	1,600.0	2,230.0		7,000.0	10,000.0	20,395.0
		PORT OF LOS ANGELES		3,830.0	37,395.0	41,225.0	1,600.0	2,230.0	0.0	7,000.0	10,000.0	20,395.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
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)		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)		847.0	0.0	847.0	847.0					
Redondo Beach	MR312.38	PCH at Anita St Improv (left and right turn lane)	Chg	300.0	2,100.0	2,400.0		300.0	500.0	1,600.0		
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		10,091.0	2,100.0	12,191.0	9,791.0	300.0	500.0	1,600.0	0.0	0.0
Torrance	MR312.10	Pacific Coast Highway at Hawthorne Blvd intersection improvements		19,600.0	0.0	19,600.0	19,600.0					
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	1,100.0	1,000.0	684.0			
		TOTAL TORRANCE		71,755.9	0.0	71,755.9	69,571.9	1,500.0	684.0	0.0	0.0	0.0
		TOTAL SOUTH BAY		236,970.9	175,295.0	412,265.9	204,171.9	23,440.0	53,764.0	48,695.0	31,600.0	50,595.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Gateway Cities: I-605/SR-91/I-405 Corridors "Hot Spots"				263,458.2	7,926.5	271,384.8	200,070.8	37,381.9	19,232.1	10,000.0	5,000.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,100.0	450.0				
GCCOG	TBD	Gateway Cities Third Party Support		100.0	0.0	100.0	100.0					
TOTAL GCCOG				1,650.0	0.0	1,650.0	1,200.0	450.0	0.0	0.0	0.0	0.0
Metro	AE25081	Cerritos: PS&E for Carmenita/South and Bloomfield/Artesia Inters Improv (Completed)	Chg	100.0	242.2	342.2	342.2					
Metro	AE25083	La Mirada/Santa Fe Springs: PS&E for Valley View/Rosecrans & Valley View/Alondra (Completed)	Chg	100.0	265.4	365.4	365.4					
Metro	AE5204200	Professional Services for 605/60 PA/ED		38,899.0	0.0	38,899.0	26,000.0	8,000.0	4,899.0			
Metro	AE322940011372	Professional Services for 710/91 PSR/PDS (Completed)		2,340.0	0.0	2,340.0	2,340.0					
Metro	AE333410011375	Professional Services for the I-605/I-5 PA/ED		28,724.0	0.0	28,724.0	20,698.0	8,026.0				
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	AE39064000	I-605 Beverly Interchange Improvements (PR & PS&E)		3,229.3	0.0	3,229.3	3,229.3					
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	MR315.02	I-605 South St Improvements Construction		20,000.0	0.0	20,000.0	0.0		5,000.0	10,000.0	5,000.0	
Metro	MR315.35	SR-91 Atlantic to Cherry EB Aux Lane (PAED/PS&E)		7,500.0	0.0	7,500.0	7,500.0					
Metro	MR315.37	SR-91 Central to Acacia Improvements PAED		5,006.0	0.0	5,006.0	500.0	4,506.0				

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Metro	TBD	Third Party Support for the I-605 Corridor Hot Spots Interchanges Program Development (Gateway Cities, SCE, LA 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	2,100.0	150.0				
Metro	MR315.73	I-605 at Valley Blvd Interch (PAED, PSE, ROW)		2,209.9	0.0	2,209.9	2,059.9	150.0				
Metro	MR315.72	Whittier Intersection Improvements (PSE, ROW)	Chg	2,308.1	0.0	2,308.1		2,308.1				
Metro	MR315.74	WB SR-91 Alondra Blvd to Shoemaker Ave (PSE,ROW)		11,475.0	0.0	11,475.0		11,475.0				
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	Arterial Hot Spots in the Cities of Long Beach, Bellflower, and Paramount: PAED for Lakewood/Alondra, Lakewood/Spring, and Bellflower Spring Intersection & PS&E for Lakewood/Alondra Intersection Improvements		572.7	0.0	572.7	572.7					
Metro	PS4720-3251	Arterial Hot Spots in the 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				161,430.5	507.6	161,938.1	102,424.0	34,615.1	9,899.0	10,000.0	5,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Caltrans	MR315.08	Third Party Support for the 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	Third Party Support for the 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	Third Party Support for the 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	Third Party Support for the 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 Improvements (Env. Doc.)		500.0	0.0	500.0	500.0					
Caltrans	MR315.31	I-605 from SR-91 to South Street Improvements Project (Env. Doc.)	Chg	500.0	0.0	500.0	500.0					
Caltrans	MR315.47	Third Party Support for the I-605 Corridor "Hot Spots" Interchanges Program Development, I-605/SR-60 PA/ED		3,650.0	0.0	3,650.0	2,050.0	1,600.0				
Caltrans	MR315.48	Third Party Support for the 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	6,450.1	1,600.0	0.0	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	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	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	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	FY20	FY21	FY22	FY23	FY24
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		2,410.0	0.0	2,410.0	2,410.0					
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		1,400.0	0.0	1,400.0	1,400.0					
LA County	MR315.64	South Whittier Bikeway Access Improvements (Call Match) F9511		800.0	0.0	800.0	155.0	645.0				
		TOTAL LA COUNTY		10,330.0	0.0	10,330.0	8,985.0	645.0	700.0	0.0	0.0	0.0
Lakewood	MR315.01	Lakewood Boulevard at Hardwick Street Traffic Signal Improvements	Deob	300.0	(300.0)	0.0	300.0					
Lakewood	MR315.04	Lakewood - Del Amo Intersection Improvements		5,504.3	0.0	5,504.3	5,504.3					
Lakewood	MR315.36	Lakewood Blvd Regional Capacity Enhancement	Chg	3,600.0	300.0	3,900.0	3,600.0		300.0			
		TOTAL LAKEWOOD		9,404.3	0.0	9,404.3	9,404.3	0.0	300.0	0.0	0.0	0.0
Long Beach	MR315.60	Soundwall on NB I-605 near Spring Street	Chg	350.0	2,819.0	3,169.0	350.0		2,819.0			
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	0.0		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	126.7	71.8	14.1			
Long Beach	MR315.70	Artesia Boulevard Improvements		1,450.0	0.0	1,450.0	1,450.0					
		TOTAL LONG BEACH		3,859.7	2,819.0	6,678.7	2,873.8	71.8	3,733.1	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	FY20	FY21	FY22	FY23	FY24
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	1,509.0					
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	9,959.4	0.0	0.0	0.0	0.0	0.0
Paramount	MR315.20	Alondra Boulevard Improvments	Add	0.0	4,600.0	4,600.0	0.0		4,600.0			
		TOTAL PARAMOUNT		0.0	4,600.0	4,600.0	0.0	0.0	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	0.0	0.0
Santa Fe Springs	MR315.40	Valley View - Rosecrans Intersection Improvements, Construction		824.0	0.0	824.0	824.0					
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	0.0	7,291.0	7,291.0	0.0	0.0	0.0	0.0	0.0
Whittier	MR315.44	Santa Fe Springs Whittier Intersection Improvements: PSE, ROW, Construction		1,585.9	0.0	1,585.9	1,585.9					
Whittier	MR315.45	Painter Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,750.0	0.0	2,750.0	2,750.0					
Whittier	MR315.46	Colima Ave - Whittier Intersection Improvements: PSE, ROW, Construction		2,344.1	0.0	2,344.1	2,344.1					
		TOTAL WHITTIER		6,680.0	0.0	6,680.0	6,680.0	0.0	0.0	0.0	0.0	0.0
		TOTAL I-605/SR-91/I-405 "HOT SPOTS"		263,458.2	7,926.5	271,384.8	200,070.8	37,381.9	19,232.1	10,000.0	5,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
Gateway Cities: INTERSTATE 710 SOUTH EARLY ACTION PROJECT				247,189.9	13,700.0	260,889.9	176,411.9	21,247.0	21,831.0	0.0	0.0	0.0
GCCOG	MOU.306.03	GCCOG Engineering Support Services		1,550.0	0.0	1,550.0	1,100.0	450.0				
		TOTAL GCCOG		1,550.0	0.0	1,550.0	1,100.0	450.0	0.0	0.0	0.0	0.0
Metro	AE3722900	I-710 Soundwall Design Package 1		2,161.9	0.0	2,161.9	2,161.9					
Metro	Bucket	I-710 ITS/Air Quality Early Action (Grant Match)	Deob	8,760.0	(5,000.0)	3,760.0	3,760.0					
Metro	PS2198100	I-710 Soundwall Package 2		2,551.6	0.0	2,551.6	1,000.0	1,551.6				
Metro	PS-4010-2540-02-17	I-710/I-5 Interchange Project Development		600.0	0.0	600.0	600.0					
Metro	PS4340-1939	I-710 Corridor Project (PA/ED) EIR/EIS		40,495.9	0.0	40,495.9	40,495.9					
Metro	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 Design Package 3		5,271.6	0.0	5,271.6	5,271.6					
Metro	PS4720-3334	Program/Project Management Support of Measure R Funds		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	MR306.02	I-710 Soundwall Package 2 ROW & Construction		4,948.0	0.0	4,948.0		1,000.0	3,448.0	500.0		
Metro	MR306.04	I-710 Soundwall Package 3 ROW & Construction		45,000.0	0.0	45,000.0		5,000.0	10,000.0	30,000.0		
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		865.0	0.0	865.0		865.0				
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	Add	0.0	5,000.0	5,000.0			1,000.0	3,000.0	1,000.0	
		TOTAL METRO		142,623.9	0.0	142,623.9	85,259.3	8,416.6	14,448.0	33,500.0	1,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
POLA	MR306.40	I-710 Eco-FRATIS Drayage Truck Efficiency Project (Grant Match)		240.0	0.0	240.0	240.0					
		TOTAL POLA		240.0	0.0	240.0	240.0	0.0	0.0	0.0	0.0	0.0
Metro	13.01/USAGE	Third Party Support Services for I-710 Corridor Project (US Army Corp of Eng)		100.0	0.0	100.0	100.0					
		TOTAL USACE		100.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0
Metro	MR306.39	I-710 Soundwall Project - SCE Utility Relocation Engineering Advance		75.0	0.0	75.0	75.0					
Metro	MR306.48	SCE design support I-710 Soundwall Package 3		400.0	0.0	400.0	400.0					
Metro	MR306.5B	Third Party Support Services for I-710 Corridor Project (So Cal Edison)		1,623.0	0.0	1,623.0	1,623.0					
		TOTAL SCE		2,098.0	0.0	2,098.0	2,098.0	0.0	0.0	0.0	0.0	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					
		TOTAL CALTRANS		5,050.0	0.0	5,050.0	5,050.0	0.0	0.0	0.0	0.0	0.0
LA County	MR306.01	Whittier Blvd (Indiana Street to Paramount Blvd) Corridor Project (Call Match) F9304		700.0	0.0	700.0		300.0	400.0			
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	157.0	300.0	400.0	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	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	FY20	FY21	FY22	FY23	FY24
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 (Call Match) F7120		1,184.7	0.0	1,184.7	1,184.7					
Bell Gardens	MR306.35	Florence/Jaboneria Intersection Project (Call Match) F9111		283.4	0.0	283.4	0.0	100.4	183.0			
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	5,972.0	100.4	183.0	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					
		TOTAL COMMERCE		15,075.0	0.0	15,075.0	15,075.0	0.0	0.0	0.0	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	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	1,185.0	2,000.0				
		TOTAL DOWNEY		12,697.0	0.0	12,697.0	10,697.0	2,000.0	0.0	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	FY20	FY21	FY22	FY23	FY24
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		700.0	0.0	700.0	700.0					
		TOTAL HUNTINGTON PARK		715.0	0.0	715.0	715.0	0.0	0.0	0.0	0.0	0.0
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	Chg	11,000.0	12,900.0	23,900.0	7,500.0	3,500.0	6,000.0	6,900.0		
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		2,800.0	0.0	2,800.0	520.0	2,280.0				
		TOTAL LONG BEACH		14,246.0	12,900.0	27,146.0	8,466.0	5,780.0	6,000.0	6,900.0	0.0	0.0
Lynwood	MR306.51	Staff Support for the Review of the Draft I-710 South EIR/EIS		20.0	0.0	20.0	20.0					
Lynwood	MR306.54	Imperial Highway Corridor Congestion Relief Improvements		0.0	0.0	0.0						
		TOTAL LYNWOOD		20.0	0.0	20.0	20.0	0.0	0.0	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	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	Add	0.0	800.0	800.0	0.0		800.0			
		TOTAL PARAMOUNT		2,955.0	800.0	3,755.0	2,955.0	0.0	800.0	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					

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
		TOTAL PORT OF LONG BEACH		10,000.0	0.0	10,000.0	10,000.0	0.0	0.0	0.0		
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	4,700.0	4,200.0				
South Gate	MR306.57	Imperial Highway Improvements Project		1,456.2	0.0	1,456.2	1,456.2					
South Gate	MR306.58	Firestone Blvd at Otis St Improvements		700.0	0.0	700.0	700.0					
		TOTAL SOUTH GATE		29,640.7	0.0	29,640.7	25,440.7	4,200.0	0.0	0.0	0.0	0.0
Vernon	MR306.15	Staff Support for the Review of the Draft I-710 South EIR/EIS		70.2	0.0	70.2	70.2					
Vernon	MR306.25	Atlantic Blvd Bridge Widening and Rehabilitation		2,070.0	0.0	2,070.0	2,070.0					
		TOTAL VERNON		2,140.2	0.0	2,140.2	2,140.2	0.0	0.0	0.0	0.0	0.0
		TOTAL I-710 SOUTH & EARLY ACTION PROJ		247,189.9	13,700.0	260,889.9	176,411.9	21,247.0	21,831.0	40,400.0	1,000.0	0.0

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Lead Agency	Fund Agr (FA) No.	PROJECT/LOCATION	Notes	Prior Alloc	Alloc Change	Current Alloc	Prior Yr Program	FY20	FY21	FY22	FY23	FY24
North County: SR-138 Capacity Enhancements				200,000.0		200,000.0	153,575.1	29,810.0		12,340.0	2,274.9	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	0.0	0.0
Lancaster	MR330.02	SR-138 (SR-14) Avenue K Interchange	Chg	15,000.0	5,340.0	20,340.0	15,000.0		1,000.0	4,340.0		
Lancaster	MR330.03	SR-138 (SR-14) Avenue G Interchange	Deob	15,000.0	(13,124.9)	1,875.1	1,875.1					
Lancaster	MR330.04	SR-138 (SR-14) Avenue J Interchange	Chg	10,000.0	11,274.9	21,274.9	3,300.0	6,700.0	1,000.0	8,000.0	2,274.9	
Lancaster	MR330.05	SR-138 (SR-14) Avenue L Interchange	Deob	5,000.0	(3,490.0)	1,510.0	1,200.0	310.0				
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	41,375.1	7,010.0	2,000.0	12,340.0	2,274.9	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	13,400.0	11,600.0				
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	8,800.0	11,200.0				
TOTAL PALMDALE				110,000.0	0.0	110,000.0	87,200.0	22,800.0	0.0	0.0	0.0	0.0
TOTAL SR-138 CAPACITY ENH				200,000.0		200,000.0	153,575.1	29,810.0	2,000.0	12,340.0	2,274.9	0.0
Total Measure R Spent Inception to Date				1,195,308	201,322	1,396,630	949,455	124,379	112,501	118,325	41,675	50,595

Definitions:

Lead Agency is the primary project manager for the administration of scope and use of funds

Funding Agreement (FA): references the agreement number on file with Metro

Project Location: Describes the general scope and parameters of the project

Project Phase identifies which lifecycle phase the project is in at the time of reporting noted as follows:

PI - Project Initiation / PE - Preliminary Engineering / EA - Environmental Analysis / FD - Final Design / ROW - Right of Way Acq / CON - Construction

Notes: Provide a quick reference to reported change for the period such as:

Add - Addition of a new project / REP - Reprogram of funds / SCAD - Scope Addition / BAD - Budget Adjustment / DEL - Deletion

Prior Allocation identifies the reported project allocation reported in the previous report

Alloc Change denotes the amount of change occurring in the current reporting period.

South Bay Subregion

Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY2019-20	FY2020-21	FY 2021-22	FY 2022-23
1	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSIT CENTER AND PARK AND RIDE	CONSTRUCTION	chg	4,500,000	2,750,000	7,250,000	4,000,000	500,000	2,750,000	

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
1	LONG BEACH	MM5509.05	Studebaker Rd - Loynes Dr Complete Streets	Environmental PS&E, CON	chg	6,250,000	2,500,000	8,750,000		2,942,000	5,808,000	



Board Report

File #: 2020-0348, File Type: Contract

Agenda Number: 28.

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

SUBJECT: METRO RED LINE SCADA REPLACEMENT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE:

- A. The Chief Executive Officer to increase the Contract Modification Authority (CMA) specific to Contract No. OP39603035 with ARINC Control and Information Systems (ARINC) in the amount of \$3,357,496 increasing the total authorized contract amount from \$15,551,028 to \$18,908,524.
- B. The Chief Executive Officer to execute contract modifications up to the Board-approved CMA in an amount not to exceed \$18,908,524.
- C. The purchase of additional coverage on the existing \$15,000,000 supplemental project insurance in excess of ARINC's limited liability in an amount not-to-exceed \$700,000. This action increases the total coverage cost from \$1,449,000 to \$2,149,000;
- D. An extension to the period of performance of Contract OP39603035 to December 31, 2021 to allow for SCADA-related work on the CLAX/AMC Station to be completed under this Contract.

ISSUE

This request addresses the following critical needs related to Metro's SCADA system:

- a) The need to implement and integrate a SCADA system in support of the Crenshaw/LAX Airport Metro Connector (AMC) Station.
- b) The need to implement and integrate a SCADA system in support of the Little Tokyo station that is part of the Regional Connector project, which is anticipated to occur in the Fall of 2020;
- c) The need for acquisition, installation and integration of new SCADA equipment, configured in a Virtual Machine (VM) and Virtual Desktop Infrastructure (VDI) environment to bring the Metro Red Line to compliance with Metro's updated SCADA systems standards; This will also bring all other Metro Rail lines to compliance.

BACKGROUND

Contract No. OP39603035 was approved by the Board in November 2013, after a competitive procurement, for equipment and services for the replacement of the obsolete Red Line SCADA System. ARINC was chosen as the most technically qualified firm offering the lowest price. Modification No.1 was issued on July 14, 2014 to include integration of the Foothill and EXPO-II light rail expansion projects to the project. Modification No. 2, issued on November 14, 2014, was an administrative action which did not change the contract value. Modification No. 3 was issued on June 19, 2015 to include modifications to technical specifications and to purchase an additional project specific professional liability insurance associated with the increased contract scope. Modification No. 4 was issued on September 22, 2016 to include integration of the Crenshaw/LAX light rail expansion project to the Contract and to purchase an additional project specific professional liability insurance associated with the increased contract scope.

Recommendations (A) and (B) will allow sufficient contract authority for the implementation and integration of SCADA systems at the CLAX/AMC Connector station and the Little Tokyo station to proceed according to the project's schedule. It will also enable Metro staff to bring the existing SCADA System into compliance with current Metro Information Technology Hardware and Security standards and allow for compliance with recommendations from the recent MASD Report No. 19-OPS-P03. This will provide the SCADA system the capability to seamlessly and effortlessly support all upcoming Rail expansion projects such as the Purple Line and Foothill Extension.

Recommendation (C), authorization for the purchase of additional project insurance coverage, will provide protection in excess of ARINC's limited liability specifically for the increased contract scope required for Little Tokyo station and CLAX/AMC station, should it be needed.

Recommendation (D), authorizes an extension in the period of contract performance to December 31, 2021 that will ensure ample time is available for completion of SCADA installation and integration work at Little Tokyo station, and CLAX/AMC station. It will also allow time for resolution of issues such as software defect corrections or software enhancements, if and when required.

DISCUSSION

Metro Rail Operations and Wayside Maintenance rely heavily on the SCADA system to provide supervisory and control functions that are essential for the safe, reliable and efficient operation of the Metro rail lines. These functions include centralized control and/or monitoring of train movement, traction and auxiliary power, fire detection and suppression, gas detection, emergency tunnel and ancillary ventilation, elevators and escalators, radio, emergency telephone, Transit Passenger Information System (TPIS) and intrusion.

Enhancements to the existing system are necessary to comply with MASD Audit recommendations and ITS security standards. Some of the enhancements include bringing outdated SCADA systems into compliance; deployment of a local Intrusion Detection System (IDS) and enhancing SCADA system logical security and firewall monitoring capabilities.

Adherence to the latest ITS infrastructure and architecture recommendations will enable a seamless

and enhanced integration of SCADA with other enterprise services which include:

- State of the art cyber security
- System backup and disaster recovery
- Nextrip Rail
- BOC/ROC integration
- Emergency backup control center

Next generation intrusion detection/prevention systems and firewalls will be deployed to provide sophisticated cyber security enabling a level of threat detection, threat prevention, and management necessary to respond to increasing cyber threats against our Nation's critical infrastructure. These systems will also provide the configuration management and forensic data that are essential for effective security oversight and audit.

Adoption of the latest ITS virtual application and desktop infrastructure standards will greatly simplify maintenance, system expansion and in assuring 100% compliance with Metro Information Security Policy. This architecture will also support the integration of bus and rail into a multi-modal operations center with minimal modification that will be required.

Adoption of the latest ITS data storage architecture will enable SCADA system configuration and alarm/event database data to be integrated into the ITS automated backup and disaster recovery system ensuring the ability to restore system operation on any level in a minimum amount of time.

DETERMINATION OF SAFETY IMPACT

Approval of these items would greatly enhance the safety and reliability of the Rail SCADA system by enhancing cyber security, system availability and will address Audit findings.

FINANCIAL IMPACT

Funding for this effort is included in the approved Life of Project (LOP) budget of project 205038 - Heavy Rail Subway SCADA System Replacement.

Since this is a multi-year project, the Project Manager and Chief Operating Officer will ensure that all related costs are budgeted in future Fiscal Years.

Impact to Budget

The current source of funds for this action is Measure M 2% State of Good Repair. Using this funding source maximizes the project funding allocations allowed by approved provisions and guidelines.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal 5; Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the requested increase in contract value with ARINC and direct staff to hold an open procurement. This alternative is not recommended. An open solicitation may result in delivery of a new and different SCADA system that may be incompatible with the existing system. This presents training and maintenance difficulties that will negatively affect the overall safe, effective and efficient operation. Award to a new contractor will also present significant schedule and cost risk to the Regional Connector and AMC projects.

Metro must make every effort to comply with current ITS standards and to address the recent Audit findings and recommendations. Compliance with the ITS standard is mandatory and any deviation will adversely affect Metro's ability to implement cost effective security, enterprise integration and scalability in a timely fashion.

The Board may also decide not to purchase additional supplemental insurance if the Board determines that additional exposure related to the inability to collect damages for ARINC's professional negligence for their integration activities is an acceptable risk. This alternative is not recommended by Metro Risk Management.

The Board may also reject the request for a contract extension to December 31, 2021. This is not recommended as sufficient time is important for the Little Tokyo and CLAX/AMC Connector Station SCADA systems to be properly implemented and integrated into the existing SCADA system. These activities are considered part of the critical path and any delays will adversely affect the overall project schedule.

NEXT STEPS

Upon Board approval, staff will issue contract modifications as needed under Contract No. OP39603035 with ARINC on an as needed basis. Staff will also monitor all expenditures associated with this contract modification to ensure remaining within approved cash flow limits for FY21.

ATTACHMENTS

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

Prepared by: Errol Taylor, Senior Executive Officer, Maintenance and Engineering, (213) 922-3227
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David Chu, Director, Wayside Systems, SCADA, (213) 418-3042

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



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

METRO RED LINE SCADA REPLACEMENT / OP39603035

1.	Contract Number: OP39603035			
2.	Contractor: ARINC Control and Information Systems (ARINC)			
3.	Mod. Work Description: Integration of Little Tokyo/CLAX/AMC Station into SCADA system; Replacement SCADA Hardware for Metro Red Line.			
4.	Contract Work Description: Equipment and services for the replacement of the obsolete SCADA system			
5.	The following data is current as of: May 8, 2020			
6.	Contract Completion Status:		Financial Status	
	Contract Awarded	11/28/13	Contract Award Amount:	\$6,178,383
	Notice to Proceed (NTP):	1/3/14	Total of Modifications approved:	\$9,372,645
	Original Completion Date	1/3/21	Pending Modifications (including this action):	\$0
	Current Estimate Completion date	12/31/21	Current Contract Value (with this action):	\$15,551,028
7.	Contract Administrator: Ernesto De Guzman		Telephone Number: 213-922-7267	
8.	Project Manager: David Chu		Telephone Number: 213-418-3042	

A. Procurement Background

This Board action is to approve an increase in Contract Modification Authority for Contact No. OP39603035 to:

- a) allow for the integration of the Little Tokyo Station, and the Crenshaw/LAX Airport Metro Connection station to the existing Metro Red Line SCADA replacement project;
- b) to obtain services to furnish, implement and integrate new SCADA equipment hardware configured in Virtual Machine (VM)/Virtual Desktop Infrastructure (VDI) to bring Metro’s existing SCADA system to compliance with the latest ITS standards for SCADA systems and to address recommendations from MASD Report No. 19-OPS-PO3.

Contract No. OP39603035 was approved by the Board in November 2013. Four modifications were issued to the contract.

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

B. Cost/Price Analysis

Future contract modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policies and Procedures at the time they are issued.

ATTACHMENT B

**CONTRACT MODIFICATION/CHANGE ORDER LOG
METRO RED LINE SCADA REPLACEMENT
OP39603035**

Mod No.	Description	Status (approved or pending)	Date	\$ Amount
1	Integration of Foothill and EXPO II Light Rail Extension	Approved	07/14/14	\$2,914,575
2	Administrative Change	Approved	11/14/14	\$0.00
3	Additions and deletions to SCADA Tech Specs	Approved	06/19/15	\$1,463,555
4	Metro Green Line/Crenshaw Line/LAX Light Rail SCADA Integration	Approved	09/22/16	\$4,994,515
	Modification Total:			\$9,372,645
	Original Contract	Approved	11/28/13	\$6,178,383
	Total			\$15,551,028

DEOD SUMMARY

METRO RED LINE SCADA REPLACEMENT / OP39603035

A. Small Business Participation

ARINC Control and Information Systems (ARINC) made a 12.64% Small Business Enterprise (SBE) commitment. The project is 93% complete. Current SBE participation is 12.01%, representing a slight shortfall of .63% (decreased from 1.05% as reported prior to Modification 4). ARINC has increased its SBE participation through the development of its SBE subcontractor, Anysolv Technologies to perform work on the proprietary software, and has accelerated participation through the addition of a staff consultant to the SBE's team in May 2020. ARINC is expected to meet its SBE commitment by close of FY2020 (June 30th) through completion of the project.

Small Business Commitment	12.64% SBE	Small Business Participation	12.01% SBE
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	SBE Subcontractors	Current Participation¹
1.	Anysolv Technologies	12.01%
	Total	12.01%

¹Current Participation = Total Actual amount Paid-to-Date to SBE 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 (LW/SCWRP) 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. Project Labor Agreement/Construction Careers Policy is applicable only to

construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2020-0414, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 32.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020

SUBJECT: FEDERAL LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

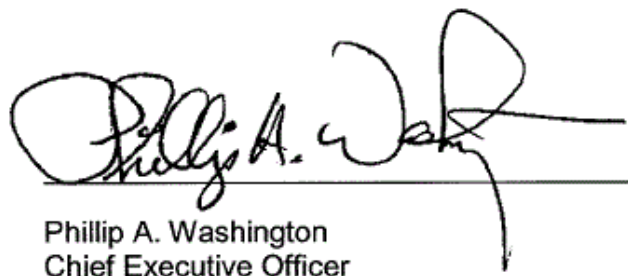
- A. House Resolution 2 7095 (DeFazio) - Five-year federal surface transportation authorization legislation. **SUPPORT**

ATTACHMENTS

Attachment A - H.R. 2 7095 (DeFazio) Legislative Analysis

Prepared by: Raffi Hamparian, Senior Director, Government Relations
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Michael Davies, Senior Manager, Government Relations
(213) 314-8090

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

**REVISED
ATTACHMENT A**

BILL: H.R. 2 7095

AUTHOR: CONGRESSMAN PETER DEFAZIO (D-OR)

SUBJECT: FEDERAL SURFACE TRANSPORTATION BILL

STATUS: REFERRED TO THE HOUSE COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on House Resolution 2 7095, the Investing in a New Vision for the Environment and Surface Transportation in America Act (INVEST in America Act).

ISSUE

House Resolution 2 7095, which was introduced on June 4, 2020 by Congressman Peter DeFazio (D-OR), would provide federal funding for surface transportation programs for a period of five years, among other changes to federal law. With respect to our agency, federal funding authorized through surface transportation bills provide on an annual basis – through both formula funds and grants – approximately \$1 billion to our agency. This funding is used to support a variety of highway, transit and related programs to enhance mobility across Los Angeles County.

DISCUSSION

Metro has a longstanding and nationally recognized track record of shaping our nation's surface transportation programs through advocating policies adopted in our Board-approved Federal Legislative Agenda and working with members of the Los Angeles County Congressional Delegation, among others, to advance our federal policy goals.

For example, an entire section of the Moving Ahead for Progress in the 21st Century Act (MAP-21) surface transportation bill, which was signed into law by President Obama on July 6, 2012, was named after a Metro Board-adopted priority – the America Fast Forward program (title II, Section 2001).

Like MAP-21, the INVEST in America Act includes policy provisions specifically detailed in our Board-adopted Federal Legislative Program – including the Rebuilding America initiative that has been aggressively championed on Capitol Hill by our Chief Executive Officer. The INVEST in America Act restores – as called for in our Rebuilding America initiative – the Projects of National and Regional Significance (PNRS) grant program for mega-projects (both highway and transit). The legislation also restores – as called for in our Rebuilding America initiative – the Local Hire Pilot Program that was enacted in the Obama Administration with our agencies support and in concert with the efforts of Congresswoman Karen Bass (D-CA).

Throughout the 864 pages of the INVEST in America Act are provisions of strong and unique interest to our agency. As an initial summary of this bill, please find here several key provisions in this bill that merit being highlighted. Notwithstanding these highlighted items, it should be noted that there are dozens of other important provisions in this bill that would impact our agency. These provisions will be analyzed by Metro staff in the coming days and weeks to fully understand their impact on our agency.

1. Projects of National and Regional Significance – Metro was the leading champion – through our Rebuilding America initiative – calling for this program to be reauthorized to provide federal grants for mega-projects. The PNRS program was initially authorized in 2005 through the surface transportation bill entitled SAFETEA-LU (Pub. L. 109–59) by the late Los Angeles County Congresswoman Juanita Millender-McDonald (D-CA) and was used to provide federal funding in Los Angeles County to both the Gerald Desmond Bridge and the Alameda Corridor East project. The INVEST in America act authorizes \$9 billion for the PNRS grant program over a five-year period, which will fund mega-projects – both goods movement and transit.
2. Local Hire Pilot Program – Consistent with our Board-approved Federal Legislative Program, Metro has been a champion of efforts to reform federal local hire rules. Congresswoman Karen Bass (D-CA), working closely with our agency, successfully included language in the Federal Fiscal Year 2015 transportation funding bill to permit local hiring for federally funded transportation projects. This language, which was followed by similar language in the Fiscal Years 2016 and 2017 transportation spending measures, served as a precursor for the Obama Administration’s Local Hire Pilot Program that was administered by the U.S. Department of Transportation (USDOT). In 2017, the Trump Administration ended the Local Hire Pilot Program. The INVEST in America act – Section 6008 - would restore the Local Hire Pilot Program.
3. Capital Investment Grant Program (New Starts) – Over the last decade, Metro has been among the most successful agencies in the nation securing New Starts funds, which is the federal government’s primary means to construct heavy and light rail projects, along with bus rapid transit projects. Metro has entered into Full Funding Grant Agreements worth in excess of \$4.5 billion over the last decade, most recently formalizing a \$1.3 billion multi-year agreement for the Westside Purple Line Extension (Segment 3). Consistent with our Board-approved Federal

Legislative Program, Metro has aggressively worked to enhance funding for the New Starts program to ensure that it has the capacity to meet the financial needs of our future rail projects that will be seeking federal funds. The INVEST in America Act would more than double federal funding for the New Starts program – from its current level of \$2.3 billion to over \$5 billion on an annual basis.

4. Workforce Development - As regularly reported by our Chief Executive Officer, a large number of Metro's workforce will be eligible to retire in the coming years. Given this fact, it is imperative that our agency encourage the federal government to support workforce programs for the next generation of transit workers. The INVEST in America Act establishes the National Transit Frontline Workforce Training Center – modeled after National Transit Institute's successful program. Grant funding would be provided to proven non-profits that have a track record of creating transit career ladder programs.
5. Buy America – The INVEST in America Act makes some modest, yet impactful reforms to the nation's procurement laws that close loopholes in order to increase the domestic manufacture of parts and materials for transit railcars and buses. Metro is advocating for the establishment of a Center for Transportation Excellence in Los Angeles County where rolling stock (both trains and buses) would be not only assembled – but manufactured. In this regard, the reforms made in the INVEST in America Act would serve to assist our efforts to establish a Center for Transportation Excellence in Los Angeles County.
6. Bus Programs – The INVEST in America Act would dramatically increase funding for both bus formula programs and bus grant programs – both of which can be used to enhance our agency's NextGen initiative. Specifically, the bill would increase annual spending on the Bus and Bus Facilities program from approximately \$460 million to \$1.3 billion. The bill would also increase bus funding by 150% and increase grants for zero emission buses by fivefold.
7. Supporting Transit Riders – The summary provided by Chairman DeFazio's staff notes that the INVEST in America Act “doubles the set-aside of the low-income factor in the urban formula and uses a measure of deep poverty by census tract to target the poorest urban neighborhoods. Further, the summary document notes that the bill “establishes a reduced fare pilot project to enable transit agencies to experiment with reduced fares for low-income riders.” Metro strongly supports federal efforts to make our system open and available to all Los Angeles County residents.

DETERMINATION OF SAFETY IMPACT

The enactment of the proposed legislation would have a favorable safety impact on our agency based on the increased flow of federal funding for highway, transit and mobility programs.

FINANCIAL IMPACT

This legislation would dramatically increase the level of formula and grant funding received by our agency from the U.S. Department of Transportation. Specifically, the bill – as drafted – would increase funding by over 50% over the funding provided in the FAST Act – the current surface transportation bill that expires on September 30, 2020.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered not adopting a position on this bill. Not adopting a position on this bill would be counter to the advocacy efforts as outlined in the Board-approved Federal Legislative Program for calendar year 2020.

NEXT STEPS

Should the Board adopt a SUPPORT position on this measure, staff will communicate the Board's position to the author and work with Congress to ensure its adoption into law. Staff will continue to keep the Board informed as this issue is addressed throughout the 116th Congress.



Board Report

File #: 2020-0123, File Type: Contract

Agenda Number: 21.

CONSTRUCTION COMMITTEE JUNE 18, 2020

SUBJECT: AIRPORT METRO CONNECTOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.

- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

ISSUE

Metro is constructing a new, intermodal station at the connection of the new Crenshaw/LAX (CLAX) Line with the new Airport People Mover (APM) station. The confluence of these three major projects, all in various stages of construction at the same location, is very complicated. In order to minimize delay and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

Specifically, the basis of this coordination and work is focused on the construction of a new at-grade light rail station at AMC that will include an entirely new rail platform and track system, two above-grade pedestrian mezzanine crossings and large span canopy roof - all of which will be built within the existing CLAX right of way. Consequently, the construction of these station components will restrict planned CLAX rail service through the AMC project site.

After coordination with Rail Operations and CLAX, the Staff and Project Team analyzed the severity of CLAX service restrictions and originally went through the process of designing a complete Shoofly System. This Shoofly would have allowed for rail operations to run through the project site while allowing AMC construction to proceed within the main CLAX ROW. However, considerations for cost

and schedule against the benefits with regards to recent CLAX scheduling made this Shoofly unfeasible.

Further coordination with Metro Operations and CLAX determined that a less costly adjustment to the rail systems and installation of turnbacks would provide acceptable temporary options for rail operations while providing the required access for the AMC construction. This new scope now includes the following main components:

- Design and installation of rail operating systems to provide initial turnback service options at both north and south areas of the AMC Project site;
- Expedite preliminary Site Work construction to mitigate delays to the AMC rail station installation. Once this station work is completed, rail service will have the option to operate through the AMC project site, relieving the separate turn back services.

With this understanding, the complete Work under this Contract shall include, but is not limited to the following:

- Rail Systems engineering for project specific turn back and crossover operations for the CLAX Line;
- Demolition of all onsite items or facilities and the clearing and grubbing of the site as indicated on the drawings;
- Site Work including installation of stormwater pollution prevention controls, grading, utilities and retaining wall installation to assist in expediting AMC Station construction.

BACKGROUND

The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports (LAWA) APM project. A main component of this new AMC Transit Station will be the installation of a new light rail station servicing the CLAX rail line.

Construction of this light rail station will be conducted directly within the main CLAX right of way. To allow for the timely and efficient construction of this rail station while still maintaining CLAX operations, provisions are required to have turnback and crossover operations to allow for initial rail service both north and south of the project site. In addition, with the expedited schedule for full CLAX Service through the AMC Project Site, the preliminary Site Work will remove time consuming scope from the AMC Station construction. With this understanding, the overall scope of this contract is for demolition, site work and rail system design and installation.

DISCUSSION

Need to proceed with the Site and Rail System Work with a single source.

In order to provide construction services and meet critical schedule milestones, staff seeks the authority to negotiate and award a single source contract with Hensel Phelps Herzog JV (HPH). This request for single source contract modification is based on avoiding construction conflicts and schedule impacts while expediting delivery of the Site and Rail Systems Work to meet the CLAX schedule. With HPH's experience as the Contractor for the adjacent Southwest Yard (SWY) Project and previous experience with integration of the SWY Rail Work to the CLAX Line, the Project Team determined that the Project would benefit with a single source delivery per the following:

1. Design and Integration of the Rail Systems infrastructure to the SWY with main work being the sub-grade installation and connection to duct banks adjacent to and within the SWY area, eventually connecting to the control room at the Southwest Yard. Given this SWY infrastructure has been fully installed by HPH, having HPH perform the Project will avoid conflicts, the need for rework, unnecessary delays, damages, and even voided warranty claims.
2. Avoiding or mitigating schedule conflicts with the CLAX Line, and separately with the APM by LAWA. With this interconnected relationship, any interruptions or conflicts for one project will have an adverse effect on the other. Familiarity with both the SWY project site and the CLAX Line, HPH already has the specialized capabilities and capacity on the project to avoid or mitigate conflicts, delays and resulting costs.
3. HPH has extensive experience with the CLAX Contractor in coordinating work between two separate contracts, allowing expediting of work to meet both the Site Work and CLAX schedule.

The AMC Project Team is confident that the implementation of these components can only be addressed with the engagement of HPH, who is already immersed in the processes and complexities surrounding these projects.

Based on the construction schedule of the anticipated CLAX and the Los Angeles World Airports Automated People Mover project, staff contemplates the contract duration to be through FY22.

DETERMINATION OF SAFETY IMPACT

The installation of Rail Systems for CLAX Turnback and Crossover adjacent to the AMC Site will ensure that the CLAX Line will maintain safe and uninterrupted service options through the duration of the AMC Rail Station construction. In addition, with full and uninterrupted access to the CLAX Right-of-Way, the construction means and methods will follow more typical industry standards,

requiring less complicated and safer construction equipment and procedures adjacent to - instead of within - an operating rail line. This Board action will have no impact on established safety standards.

FINANCIAL IMPACT

This contract is funded through Airport Metro Connector Project, number 860303. Funds required for fiscal year 2021 will be addressed through the annual budget development currently underway, with anticipated Board action in September 2020. Funds required for in the immediate quarter following Board approval of the contract award will be provided through Board approved budget for Continuing Resolution of FY20 budget through September. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Project Manager and Chief Program Management Officer to budget for this project in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are Measure R 35%, Measure M 35% and Cap & Trade Transit and Intercity Rail Capital Program (TIRCP). These sources are not eligible for bus or rail operations.

..Implementation_Of_Strategic_Plan_Goals **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals to enhance communities and lives through mobility and access to opportunity. By increasing capacity at the station, better integrating rail service to the APM, and creating a more intuitive and efficient passenger experience, the Project seeks to better connect residents to a wider range of regional employment, travel, and cultural opportunities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the negotiation and execution of the contract. This alternative is not recommended as the AMC Project construction would greatly affect public CLAX Operations with most of the main Project components constructed within or adjacent to the CLAX Right-of-Way. Without the turnback and crossover service options, the CLAX Line will not be able to operate south of the project site and lead to longer transition times for the CLAX Service north of the project site. In addition to potential service delays, this alternative may lead to potential extended bus bridge conditions.

The construction itself will also be extended with costly delays and inconsistent access to the work area, extending the duration of construction along with associated costs for additional labor and

equipment.

Lastly, not proceeding with these modifications would further complicate and delay coordination with the APM Project, a key portion of which is integrated with the AMC Station and is currently scheduled for construction on the project site.

NEXT STEPS

Upon Board approval, staff will begin negotiations for award of Contract No. C65322C1194 AMC Site Demolition and Rail Systems Construction with Hensel Phelps Herzog for the Site Work, Early Demolition and the design and installation of Rail Systems

ATTACHMENTS

Attachment A - Procurement Summary

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Attachment B - DEOD Summary

Prepared by:

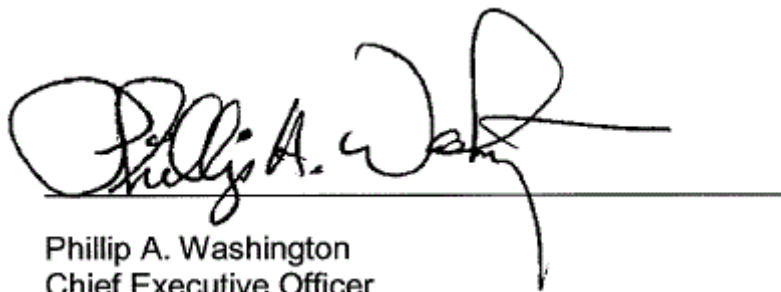
Paul Whang, Senior Director, Engineering, Program Management, (213) 922-4705;

Tim Lindholm, Senior Executive Officer, Capital Projects Program Management, (213) 922 -7297

Reviewed by:

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

Richard Clarke, Chief Program Management Officer, Transit Project Delivery, (213) 922-7557



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

SITE WORK AND RAIL SYSTEMS CONSTRUCTION

1.	Contract Number: C65322C1194	
2.	Recommended Vendor: Hensel Phelps Herzog Joint Venture	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input checked="" type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: TBD	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: TBD	
	E. Pre-Qualification Completed:	
	F. Conflict of Interest Form Submitted to Ethics: TBD	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked-Up: 1	Proposals Received: 1
6.	Contract Administrator: Deneise Glover	Telephone Number: 213-922-5450
7.	Project Manager: Timothy Lindholm	Telephone Number: 213-922-2797

A. Procurement Background

This Board Action is to authorize the CEO to negotiate and award Contract No. C65322C1194, AMC Site Work and Rail Systems Construction, to Hensel Phelps Herzog, JV, a single-source. The Los Angeles County Metropolitan Transportation Authority (Metro) will be constructing the Airport Metro Connector (AMC) 96th Street Transit Station, a new multi-modal transportation center to connect passengers between multiple transportation modes within the Metro system and the Los Angeles World Airports Automated People Mover project. A main component of this new Transit Station will be the installation of a new light rail platform for the Crenshaw LAX (CLAX) rail line. Completion of the AMC Site Work and Rail Systems Construction project will assist in minimizing delays and disruptions to the new CLAX Line while allowing construction to proceed on the new AMC station, preliminary construction work consisting of demolition, utility work, grading and rail systems design and installation is necessary.

- The contract will be negotiated and awarded in accordance with Metro Procurement Policy and Procedures for a non-competitive procurement.

B. Background on Recommended Contractor

Hensel Phelps Construction was founded in 1937 by Abel Hensel Phelps in Greeley, CO. Operations initially were limited to home building and remodeling, after which competitive contract work was undertaken on a limited scale.

Herzog was founded in 1969 by William E. “Bill” Herzog in St. Joseph, MO. Herzog is a leading rail and heavy/highway contractor across North America. Herzog efficiently solves complex transportation problems in challenging operating environments thanks to fifty years of experience and our highly qualified team of professionals.

Herzog provides state-of-the-art equipment, technology, construction, and maintenance services to owners and operators of Class 1 railroads, transit agencies, state transportation authorities, and prime contractors.

The Joint Venture Agreement between Hensel Phelps and Herzog was formed January 21, 2015 to submit a joint bid for the design and construction of the Los Angeles County Metropolitan Transportation Authority Division 16: Southwestern Yard which completed January 2019.

DEOD SUMMARY

SITE WORK AND RAIL SYSTEMS CONSTRUCTION

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 12% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this non-competitive procurement. Hensel Phelps Herzog JV's SBE/DVBE commitment will be determined once negotiations have concluded.

Small Business Goal	12% SBE 3% DVBE	Small Business Commitment	TBD
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	SBE Subcontractors	% Committed
1.	Cabrinha, Hearn & Associates	TBD
2.	Jabez Security	TBD
3.	MTGL	TBD
4.	Monzon & Son Enterprises, Inc.	TBD
5.	Ozzie's Trucking, Inc,	TBD
6.	SBE TBD	TBD
	Total SBE Commitment	TBD

	DVBE Subcontractors	% Committed
1.	3531 Trucking Inc.	TBD
2.	Amerivet Contracting	TBD
3.	Monaco Mechanical dba All Area Services	TBD
4.	RBT Electric	TBD
5.	Trinity Equipment	TBD
6.	Service Connected Inc	TBD
7.	DVBE TBD	TBD
	Total DVBE Commitment	TBD

B. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

C. Prevailing Wage Applicability

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

D. Living Wage / Service Contract Worker Retention Policy Applicability

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



File Summary

File Number	Title	Current Status
2020-0123	Contract	Passed

- A. AUTHORIZE the Chief Executive Officer to negotiate and execute Contract No. C65322C1194, AMC Site Work and Rail Systems Construction with Hensel Phelps Herzog JV, for the Early Demolition, Preliminary Site Work and Design and Installation of Rail Systems for a term of approximately 24 months within the Not-to-Exceed amount of \$21,000,000.

- B. AUTHORIZE Contract Modification Authority (CMA) specific to Contract No. C65322 C1194 with Hensel Phelps Herzog JV, in correspondence with the executed contract, in the amount of 20% of the final negotiated contract amount.

Introduced: 2/3/2020

Controlling Body: Construction Committee

Meeting Date: 6/18/2020

Sponsor(s): Construction Committee

Drafter: priceke@metro.net



Board Report

File #: 2020-0300, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 31.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 18, 2020

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITION

RECOMMENDATION

ADOPT staff recommended positions:

1. Assembly Constitutional Amendment 5 (Weber, Gipson, Santiago) - Government Preferences. **SUPPORT**
2. Potential Ballot Measure to enact ACA 5/Proposition TBD - **SUPPORT**

ATTACHMENT

Attachment A - ACA 5 (Weber, Gipson, Santiago) - Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
Desarae Jones, Senior Manager, Transportation Planning/State Legislative Affairs,
Government Relations, (213) 922-2230
Alex Amadeo, Government Relations Officer, Government Relations, (213) 922-2763

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154

A handwritten signature in black ink, appearing to read 'Phillip A. Washington', written over a horizontal line.

Phillip A. Washington
Chief Executive Officer

BILL: ASSEMBLY CONSTITUTIONAL AMENDMENT 5
AS AMENDED MAY 4, 2020

AUTHOR: ASSEMBLYMEMBER SHIRLEY WEBER (D – SAN DIEGO)

SUBJECT: GOVERNMENT PREFERENCES.

STATUS: PASSED – ASSEMBLY APPROPRIATIONS COMMITTEE
ASSEMBLY – SECOND READING FILE

ACTION: SUPPORT

RECOMMENDATION

Staff recommends that the Board of Directors adopt a SUPPORT position on Assembly Constitutional Amendment 5 (Weber) as amended. This action would also authorize support for the potential ballot measure (Proposition TBD) to repeal Prop 209 and to enact ACA 5.

ISSUE

This bill was introduced on March 9, 2020 to amend the California State Constitution by repealing Section 31 of Article I.

Specifically, this Constitutional Amendment:

- Repeals provisions enacted pursuant to Proposition 209 in 1996 that prohibit the state and all institutions and political subdivisions thereof from discriminating against, or granting preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.

DISCUSSION

Assembly Constitutional Amendment 5, as amended, would repeal Section 31 of Article I of the California Constitution. Section 31 of Article I was added to the Constitution through the passage of Proposition 209 in 1996. The text of Section 31 of Article I of the California State Constitution begins: *“SEC. 31. (a) The state shall not discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.”*

This bill was introduced by Assemblymembers Shirley Weber (D-San Diego), Mike Gipson (D-Carson), and Miguel Santiago (D-Los Angeles), with Assemblymembers Autumn Burke (D-Marina Del Rey), Jim Cooper (D-Elk Grove), Lorena Gonzalez (D-San Diego), Chris Holden (D-Pasadena), Reggie Jones-Sawyer (D-Los Angeles), Sydney Kamlager (D-Los Angeles), Kevin McCarty (D-Sacramento), and Mark Stone (D-

Monterey Bay) as coauthors. Senators Steven Bradford (D-Gardena), Holly Mitchell (D-Los Angeles) and Ben Hueso (D-San Diego) are coauthors in the Senate.

According to the author, California is only 1 of 8 states that have a similar ban on preferential treatment based on race, sex, color, ethnicity or national origin in public employment, education and public contracting. In an effort to promote social equity and to reverse the legacy and impacts of past racism and discrimination – affirmative action on the federal level has been codified into law. California is home to over 1.5 million women owned firms – however, participation by women-owned firms in public contracting continues to decline.

The Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, religion, sex, or national origin. California law has similar provisions, including employee protections against discrimination codified under the California Fair Employment and Housing Act of 1959. Proposition 209 is distinct in that in addition to banning discrimination, it added a ban on granting preferential treatment based on those same categories. This ban on preferential treatment is also referred to as the “affirmative action ban.” ACA 5 is similar in intent to SCA 5 (Hernández), which in the 2013-2014 legislative session would have amended the Constitution to remove Proposition 209 provisions related to public education only. However, SCA 5 failed to advance in the Assembly.

This bill has several potential impacts to Metro’s work in the areas of procurement, equal opportunity in employment and equity, particularly with respect to Minority and Women-owned Business Enterprise programs. These impacts are outlined below.

Impact on Metro’s Vendor/Contract Management & Diversity and Economic Opportunity Programs

The possible repeal of Proposition 209 would have a significant impact on Metro’s locally-funded procurements. The enactment of the repeal would allow for Metro to implement programs and preferential selection in the agency’s public contracting practices. The passage of Proposition 209 in 1996 is the reason that Metro was required to cancel its Minority Business Enterprise (MBE) and Women-owned Business Enterprise (WBE) certification and goal programs (race and gender-conscious) and change to race-neutral and gender-neutral small business programs on non-federally funded procurements. In effect, race and gender could no longer be taken into account in our non-federally funded contracting program. This would allow Metro to potentially create MBE/WBE programs once again on our locally funded contracting program.

Participation by minority and women owned businesses plummeted after passage of Proposition 209 in 1996. Proposition 209 does not affect Metro’s federal procurements and the Disadvantaged Business Enterprise program remains unaffected, yet on the local side, minority and female owned businesses have had to compete against Prime contractors for state/local procurements over the last 24 years. Metro’s Small Business Enterprise program was created to fill the void created by the passage of Prop 209 and while the SBE program has aided a number of minority and women-owned business, it is fundamentally a race-neutral program. Because of the way Proposition 209 is structured, we have limitations on our state/locally funded procurements. We believe that

the program would see increased participation by Women owned and minority-owned businesses and continued success for these businesses if the Proposition was repealed.

With respect to federally funded procurements, since establishing a DBE program is a condition of receiving federal financial assistance, compliance with Proposition 209's prohibition against gender and racial preferences would result in Metro being ineligible for federal assistance.

Impact on Metro's Human Capital & Development and Civil Rights Employment Policies

As a recipient of federal funding, Metro is required to submit an Equal Employment Opportunity Program (EEO) to the Federal Transit Administration (FTA) every four years. In order to meet this requirement, Metro needs to provide a written, detailed, results-oriented set of procedures designed to achieve prompt and full utilization of people within a protected class at all levels and in all parts of Metro's workforce, including compensation. This requirement is in line with ACA 5.

In addition, *Public Utilities Code-Section 1300051.19-Adoption of Affirmative Action Plan* states: "Metro shall adopt an affirmative action plan for its management positions which reflects the ethnic demographics of the county, taking into consideration the availability of the workforce in the various ethnic groups."

These requirements are necessary. Overall, the transit industry is a male-dominated industry. At Metro, we currently have 70% male and 30% female represented in the workforce. Even with EEO goals, we have only increased the overall female percentage by 1.6% since 2005. Currently, of the 8 EEO job categories that all Metro positions fall into, 4 of those EEO job categories are underutilized for women. Simply put, Metro needs to hire more women in certain job categories. We are also required to prevent concentration of minority groups in particular positions, cost centers and departments. As such, Metro's goal is to not only increase underutilization, but its goal is to also prevent concentration of minority groups in lower level positions. Metro has utilized EEO goals to resolve the above disparities and meet the aforementioned requirements. Passing ACA 5 would be in line with these efforts to rectify disparities.

What's most important is that the efforts to meet Equal Employment Opportunity Program goals, which are aligned with ACA 5, are working, as shown in the chart below. Since the implementation of a streamlined Equal Employment Opportunity concurrence process in 2016, Metro has increased the hire rate of women each year. In the figure below, rates of women in the workforce are shown increasing year over year due to the policies that Metro has implemented.

FY16	33%
FY17	35%
FY18	41%
FY19	42%

Removing these EEO efforts at Metro, by not supporting ACA 5, would not only eliminate the progress we've made, but would cause it to continue to go in a negative direction.

In addition, if Metro does not meet FTA EEO requirements and fails to take correction action, the FTA can initiate the suspension, termination, refusal to grant or continue Federal financial assistance for Metro. FTA can also make a referral to the Department of Justice with a recommendation that appropriate proceedings be brought against Metro to enforce any rights of the United States (U.S.) under any law.

Metro has also created the Women and Girls Governing Council (WGGC) and incorporated a number of hiring practices to encourage the advancement and continued increases in hiring of women in the Metro's workforce. For non-represented employees, staff has found that there is a clear disparity between women and men in the workforce and the WGGC has done work and is studying how to address this disparity. ACA 5 would continue in that same vein.

Any hiring related language in the Collective Bargaining Agreements with Metro's unions is negotiated, and the language usually focuses on using seniority as the primary factor promotion after the job's minimum qualifications are met. Even if ACA 5 were to pass, if race or sex were to be included as a factor in hiring for union represented jobs, Metro would not be able to supersede any contract language that conflicts with it without negotiation.

Chapter 2 of the FTA EEO Circular states, in part: *Both agencies and unions are responsible for nondiscrimination under federal equal employment opportunity laws and regulations. An agency cannot evade nondiscrimination responsibilities on the basis of union contract terms covering employees. When agencies are negotiating or amending union agreements, FTA requires agencies to review and revise the agreements wherever current provisions are identified as barriers to equal employment.*

Alignment with Metro's Equity Platform

The goal of ACA 5 is aligned with Metro's Equity Platform. Under the platform, Metro is tasked with reducing racial, socioeconomic, and gender disparities to increase access to opportunity. As explained in the preamble of ACA 5, Article 1, Section 31 has exacerbated those disparities and made them much more difficult to address. The constitutional amendment proposed under ACA 5 would expand the tools available to accomplish the goals of Metro's equity platform.

ACA 5 has received substantial support from nonprofit organizations around the state, as well as unions and educational associations. The bill has also received opposition from various stakeholder groups, although no official opposition was recorded as of May 5th, 2020.

The bill recently was approved by the Assembly Appropriations Committee and now moves forward to the Assembly floor for consideration. The bill needs to receive at least two-thirds approval by the Assembly to move forward. For ballot measures to be included in the November 2020 ballot, initiatives need to qualify by June 25, 2020.

Staff recommends that the Board adopt a SUPPORT position on ACA 5 and the potential Proposition TBD to enact ACA 5.

DETERMINATION OF SAFETY IMPACT

Passage of the legislation would not have an immediate impact on safety.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal #5.5, Metro will expand opportunities for businesses and external organizations to work with us. To maximize our engagement with traditional and non-traditional business partners, Metro will re-examine contracting rules, policies, and regulations to minimize requirements that unnecessarily restrict creativity and create barriers to entry for emerging and small businesses.

ALTERNATIVES CONSIDERED

Staff has considered adopting either an oppose or work with author position on the bill. However, an oppose position would be counter to the agency's goals to increase participation by women and minorities in public contracting and in hiring.

NEXT STEPS

Should the Board approve the adoption of a SUPPORT position on the legislation; staff will communicate the Board's position to the author and work to ensure its passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

**Board Report**

File #: 2020-0431, **File Type:** Motion / Motion Response**Agenda Number:** 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020
REVISED**Motion by:****DIRECTORS BONIN AND SOLIS****Policies & Protocols for Future Service Shutdowns**

On May 30, 2020, Metro made a decision to shut down bus and rail service countywide due to rapidly developing civil unrest in multiple locations and unpredictable risks to operators and riders. While this unprecedented decision was not made lightly, it resulted in riders being stranded throughout the region with little to no notice or alternative travel options. The same factors that led to Metro's decision to suspend service—a rapidly developing situation and curfew order—posed risks to stranded riders up to and including potential arrest by law enforcement. Furthermore, while the situation was fluid in central Los Angeles and the Westside, the decision to suspend service countywide left riders stranded in areas of the county where there was no reported unrest.

As the provider of critical transportation services to hundreds of thousands of transit dependent residents, Metro should have in place policies and protocols that anticipate all conceivable disruptions to service and guide Metro's decision-making process. Metro's CEO was forced to make decisions in the absence of policy because the Metro Board of Directors had failed to provide said policy or guidance for these types of situations. These guidelines must balance protection of Metro personnel and assets with providing essential transportation services. Additionally, when a decision is made to suspend service in part or all of the service area, there should be pre-existing protocols that ensure that riders are promptly notified using all appropriate technologies and languages to effectively reach all of Metro's ridership.

SUBJECT: POLICIES & PROTOCOLS FOR FUTURE SERVICE SHUTDOWNS**RECOMMENDATION**

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

- A. In consultation with the Office of Civil Rights and Executive Officer for Equity & Race, develop clear criteria for when suspending service is necessary and appropriate. Such criteria should

include measures to minimize service disruptions by containing service suspensions to the line (s), division(s), or service sector(s) affected whenever feasible and prudent.

- B. Develop protocols for rider notification of service suspensions and policies for providing alternative transportation. Such protocols should consider demographic, language, and technology access data from Metro's on-board rider survey.
- C. Circulate proposed criteria and protocols for input from Service Councils.
- D. Report back on all the above to the Operations, Safety, and Customer Experience Committee in 90 days.

ATTACHMENTS

Attachment A - RBM Item 39 (Before Amendment)



Metro

Board Report

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

File #: 2020-0431, **File Type:** Motion / Motion Response

Agenda Number: 39.

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

Motion by:

DIRECTORS BONIN AND SOLIS

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- D. Report back on all the above to the Operations, Safety, and Customer Experience Committee in 90 days.



Board Report

File #: 2020-0417, File Type: Informational Report

Agenda Number: 40.

REGULAR BOARD MEETING JUNE 25, 2020

SUBJECT: METRO RESPONSE TO DEMONSTRATIONS FOR RACIAL JUSTICE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE staff report on Metro's actions in response to demonstrations and civil unrest during the weekend of May 30, 2020 and after-action plans.

ISSUE

In response to correspondence from CEO Phillip A. Washington to the Metro Board of Directors on June 3, 2020, "Service Suspension and Police Transport on Saturday, May 30, 2020," Metro Vice Chair and Los Angeles Mayor Eric Garcetti issued a letter (Attachment A) on June 12, 2020 to Mr. Washington requesting a staff report describing Metro's decision-making steps and its obligations to provide mutual aid. This report responds to Mayor Garcetti's request.

BACKGROUND

Since May 28, 2020, growing frustration over the death of George Floyd and other black men and women over the years manifested in demonstrations in cities across the United States. While the vast majority of these gatherings were peaceful in nature, a number of them took a destructive turn.

Metro's suspended transit services on Saturday, May 30 from approximately 8:00 p.m. until 12:30 a.m. Sunday, May 31 to ensure the safety of our transit riders and employees when it became apparent that some protests devolved into civil unrest. Service resumed as scheduled at 5:30 a.m. on Sunday, May 31.

Numerous inquiries have sought clarification on Metro's reference to our obligations under the California Disaster and Civil Defense Master Mutual Aid Agreement. This staff report seeks to clarify our understanding of those obligations.

DISCUSSION

Service Suspension

Metro does not take service suspension lightly. Throughout the afternoon of May 30, Metro received multiple reports from across the County of operators, passengers, and supervisors being trapped on board buses and surrounded by protestors, numerous acts of vandalism on Metro buses and property, and track intrusion by protestors. We became increasingly concerned for the safety of our employees and riders, should we continue to operate through the affected areas. The Los Angeles Police Department (LAPD) had already made several requests to shut down select stations in the Downtown LA core on the rail system due to protest activity, and while we intended the service suspension to only be located in this area, it quickly became clear that the disruptions were rapidly spreading beyond the downtown core and throughout the county.

CEO Washington made the decision to suspend transit services for the balance of the night, to begin at 8:00 p.m. This suspension shortened our operating span of service by four and a half hours that day. Regular service resumed at 5:30 a.m. the following day, May 31.

Once the decision was made to suspend service, Operations and Communications staff worked to inform customers as best they could given Mayor Garcetti's subsequent curfew and the governor's later declaration of a state of emergency. Media alerts through City News Service, social media and blog posts were issued to notify customers of the service suspension. Metro also pledged to reimburse rides on Uber, Lyft, or taxi for patrons who were affected by the service suspension.

While this decision was extremely difficult to make, it responded preemptively to the dire on-street realities of growing violence on the streets of Los Angeles County.

A rescue bus was deployed along Route 33 to pick up four stranded passengers in Venice. Supervisor units were deployed to assist stranded customers. The supervisors patrolling the various geographic areas reported a total of five patrons who were notified of the service suspension and informed to use an alternative service such as Uber, Lyft, or taxi. Those patrons were also informed of Metro's pledge to reimburse for the cost of those rides. Metro has since processed 12 reimbursements.

We regret that some riders may not have gotten the word on the service suspension. Metro publicly apologized to riders who were stranded due to the suspension of service.

Mutual Aid

Metro is party to the California Disaster and Civil Defense Master Mutual Aid Agreement (Mutual Aid Agreement, Attachment B) through which we have agreed to furnish resources and facilities and to render services to each and every other party to the master agreement in accordance with duly adopted mutual aid operational plans.

Providing mutual aid in response to a natural or manmade disaster is a cornerstone of the California Emergency Services Act. To ensure the state's ability to deal with such emergencies, the California State Legislature found necessary the rendering of mutual aid by the political subdivisions of this state. As such, there is this Mutual Aid Agreement. The state and the various political subdivisions of the state, including Metro, have entered into this agreement to facilitate implementation of the California Emergency Services Act. As part of this agreement, if a city or county declares a local emergency which is beyond the control of local resources and requires the combined forces of other

political subdivisions to combat, those political subdivisions must respond and provide services, personnel and equipment as requested by the city or county.

In addition, the protection of people and property of the state from such emergencies is extraordinarily important and requires the responsible efforts of public agencies. In support of this understanding, as per California Government Code 3101 and 3102, all public employees are designated disaster service workers and therefore subject to such disaster service activities as may be assigned by their superiors or by law.

It is Metro's policy to coordinate with external agencies and jurisdictions to ensure appropriate and effective response to regional emergencies and natural disasters. Metro's Emergency Operation Center (EOC) Manual satisfies the agency's responsibilities to comply with the law and emergency operations planning. The EOC Manual provides Metro personnel activation/deactivation guidance, identifies roles and responsibilities, and determines operational concepts for the continuance of Metro's essential services, which are:

1. To provide transportation services to the public; and,
2. To provide logistical support to other government agencies, as required, in performance of our essential functions, such as responding to and recovering from disastrous and/or catastrophic events.

State laws governing these issues date back to 1950 and included the employee oaths and the Mutual Aid Agreement. Even privately-owned organizations such as Pacific Electric participated. A number of publications identified in Metro's archive (Attachment C) document many years of public buses being used to rescue people in disasters as well as transport arrestees during civil unrest. Even through Metro's various organizational changes (e.g. LAMTA, SCRTD, LACMTA, etc.), each successive merger assumed all the obligations, agreements, and contracts of the prior one.

In April 2011, the LA Metro Board affirmed (Attachment D) its commitment to provide mutual aid pursuant to the California Emergency Services Act and the Civil Defense Master Mutual Aid Agreement. Per consultation with Counsel for the California Office of Emergency Services (CAOES), the execution of the Mutual Aid Agreement is accomplished through the adoptions of reports or resolutions by local governing bodies. The meeting minutes in the local jurisdiction's records serves as the notice to becoming a party to the State's master agreement. The meeting minutes documenting the April 2011 Metro Board action are included in Attachment E to this report.

In practice, under the culture of emergency management and the National Incident Management System (NIMS) during a disaster or emergency declaration, the unified command and/or the incident commander will make mutual aid support decisions that may have life safety implications. Customarily, policymakers are subsequently advised of the decision and the justification. There is training provided to staff related to these dynamics that describes how this process works. Metro, as a recipient of federal and state funds and participant in the State Mutual Aid agreement, is obligated to comply with these measures.

The mutual aid process is described below.

- A request for resources is received from the requesting jurisdiction.

- The request is evaluated by the providing jurisdiction to determine if it can accommodate a temporary re-direction of its resources, facilities, and services without impacting its ability to carry out mission-critical tasks.
- If the providing jurisdiction can accommodate the request, it furnishes the resources and facilities and renders services to the requesting jurisdiction.

On May 30, during the local emergency in Los Angeles, it was incumbent upon Metro to honor the Mutual Aid Agreement. The mutual aid request to support LAPD came to Metro's EOC amid a Declaration of Emergency. Eight Metro buses were provided to law enforcement for this purpose, and unfortunately, this happened during the suspension of transit services.

Metro acknowledges how this decision, shortly after the announcement of our service suspension, was perceived by the public, especially for those who rely heavily on our system. Our intent was in no way to prioritize assistance to local law enforcement over providing transportation services to the public, but to honor our Mutual Aid Agreement as LA Metro and our predecessor transportation authorities have done since the 1950s.

After Action

Since May 30 and despite additional station and service disruptions resulting from ongoing protest activity, CEO Washington directed Metro staff to continue to operate regular services to the extent possible, as an essential service throughout the crisis. In doing so, Operations staff has dynamically re-routed bus routes to maintain a minimum distance of five blocks from demonstration locations. Rail Operations continues to coordinate with Metro's System Security and Law Enforcement (SSLE) team on rail service protocols, particularly when and how to efficiently close subway stations. These practices will remain in place for the duration of the protests.

After debriefing the circumstances of May 30 and reviewing the provisions of the Mutual Aid Agreement, it is our understanding that Metro may decline to provide mutual aid if it would deplete Metro's own resources, facilities and services. CEO Washington has since directed Metro staff to ensure that agencies requesting Metro support for the transport of detainees or law enforcement shall deplete their own resources prior to requesting supplemental resources from Metro. This includes Los Angeles Department of Transportation (LADOT), Los Angeles Sheriff Department (LASD), and any other city or county department that has its own transportation resources.

After May 30, there were two additional requests for buses. On May 31, the City of Beverly Hills requested a bus for standby. Metro denied this request. On June 2, LAPD requested two Metro buses, which ultimately were not needed, as LA County Sheriff's Department provided the support.

We recognize real-time communications as one of the most challenging aspects of our relationship with customers. In the aftermath of this experience, Metro will explore new and better ways to communicate dynamic service changes to our patrons.

As part of the After-Action initiatives, staff will continue updating Metro's crisis communications plan and improve the protocols for advising customers of a declaration of disaster and/or service

disruption due to the disaster conditions. The update will include a listing of media and social media resources, the new digital communications displays, and new mobile technology through which Metro should broadcast critical public information. Tabletop exercises will be scheduled with the appropriate staff to ensure all involved are aware of and comfortable with Metro's protocols. Since these events, staff continue to explore strategies for informing customers of unplanned service suspensions. Staff are implementing a customer tool kit to be prominently displayed on the website with instructions on what they should do in the event of unplanned service suspensions. Furthermore, in recognition that not all customers have access to digital communications or smart phones, staff are also working with ITS to designate a dedicated telephone the public can call for emergency advisories.

Staff is also developing a concept for a Customer Toolkit to house on the website in case of emergency to inform patrons of what they can expect in the event of a local emergency.

NEXT STEPS

CEO Washington and Metro staff will continue to explore new ways to communicate with customers and to respond to on-street reality throughout the duration of the crisis.

Staff will respond to the motions being filed in June 2020 with additional information requested.

ATTACHMENTS

Attachment A - June 12, 2020 Letter from Los Angeles Mayor Eric Garcetti to Metro CEO Phillip A. Washington

Attachment B - California Disaster and Civil Defense Master Mutual Aid Agreement

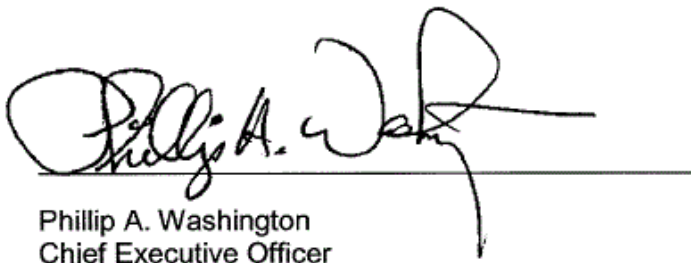
Attachment C - List of Publications Documenting Mutual Aid Response and Disaster Relief Roles

Attachment D - April 2011 Board Report on Status of Agency Emergency Preparedness

Attachment E - Minutes from April 2011 Regular Board Meeting

Prepared by: Nadine Lee, Chief of Staff, (213) 922-7950

Reviewed by: Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington
Chief Executive Officer



ERIC GARCETTI
MAYOR

June 12, 2020

Phillip A. Washington
CEO, Los Angeles County Metropolitan Transportation Authority
1 Gateway Plaza
Los Angeles, CA 90012

Re: Demonstrations for Racial Justice

Dear Phil:

I'm writing in response to your correspondence to all Metro Board Directors on June 3, 2020, "Service Suspension and Police Transport on Saturday, May 30, 2020," in which you committed to conduct after-action reviews of the events and decision-making that took place on May 30, 2020 and thereafter.

As you know, it is imperative that the public be given a chance to fully understand Metro's decision-making steps and its obligations to provide mutual aid. As the policy-setting body of Metro, I feel that the Board must also be given the opportunity to discuss the events that transpired, and ask that you present a staff report on these events to the Board of Directors this month.

I know that you and the Metro family stand firmly against systemic racism, support the demonstrations for racial justice, and understand the pain felt across our City and Country. I look forward to working with you to ensure Metro continues to deliver the equitable and reliable transportation services that Angelenos deserve and expect from our agency.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Garcetti", with a horizontal line extending to the right.

ERIC GARCETTI
Mayor

**CALIFORNIA
DISASTER AND CIVIL DEFENSE
MASTER MUTUAL AID AGREEMENT**

This agreement made and entered into by and between the STATE OF CALIFORNIA, its various departments and agencies, and the various political subdivisions, municipal corporations, and other public agencies of the State of California;

WITNESSETH:

WHEREAS, it is necessary that all of the resources and facilities of the State, its various departments and agencies, and all its political subdivisions, municipal corporations, and other public agencies be made available to prevent and combat the effect of disasters which may result from such calamities as flood, fire, earthquake, pestilence, war, sabotage, and riot; and

WHEREAS, it is desirable that each of the parties hereto should voluntarily aid and assist each other in the event that a disaster should occur, by the interchange of services and facilities, including, but not limited to, fire, police, medical and health, communication, and transportation services and facilities, to cope with the problems of rescue, relief, evacuation, rehabilitation, and reconstruction which would arise in the event of a disaster; and

WHEREAS, it is necessary and desirable that a cooperative agreement be executed for the interchange of such mutual aid on a local, countywide, regional, statewide, and interstate basis;

NOW, THEREFORE, IT IS HEREBY AGREED by and between each and all of the parties hereto as follows:

1. Each party shall develop a plan providing for the effective mobilization of all its resources and facilities, both public and private, to cope with any type of disaster.
2. Each party agrees to furnish resources and facilities and to render services to each and every other party to this agreement to prevent and combat any type of disaster in accordance with duly adopted mutual aid operational plans, whether heretofore or hereafter adopted, detailing the method and manner by which such resources, facilities, and services are to be made available and furnished, which operational plans may include provisions for training and testing to make such mutual aid effective; provided, however, that no party shall be required to deplete unreasonably its own resources, facilities, and services in furnishing such mutual aid.
3. It is expressly understood that this agreement and the operational plans adopted pursuant thereto shall not supplant existing agreements between some of the parties hereto providing for the exchange or furnishing of certain types of facilities and services on a reimbursable, exchange, or other basis, but that the mutual aid extended under this agreement and the operational plans adopted pursuant thereto, shall be without reimbursement unless otherwise expressly

provided for by the parties to this agreement or as provided in Sections 1541, 1586, and 1587, Military and Veterans Code; and that such mutual aid is intended to be available in the event of a disaster of such magnitude that it is, or is likely to be, beyond the control of a single party and requires the combined forces of several or all of the parties to this agreement to combat.

4. It is expressly understood that the mutual aid extended under this agreement and the operational plans adopted pursuant thereto shall be available and furnished in all cases of local peril or emergency and in all cases in which a *STATE OF EXTREME EMERGENCY* has been proclaimed.
5. It is expressly understood that any mutual aid extended under this agreement and the operational plans adopted pursuant thereto, is furnished in accordance with the “California Disaster Act” and other applicable provisions of law, and except as otherwise provided by law that: “The responsible local official in whose jurisdiction an incident requiring mutual aid has occurred shall remain in charge at such incident including the direction of such personnel and equipment provided him through the operation of such mutual aid plans.” (Section 1564, Military and Veterans Code.)
6. It is expressly understood that when and as the State of California enters into mutual aid agreements with other states and the Federal Government, the parties to this agreement shall abide by such mutual aid agreements in accordance with the law.
7. Upon approval or execution of this agreement by the parties hereto all mutual aid operational plans heretofore approved by the State Disaster Council, or its predecessors, and in effect as to some of the parties hereto, shall remain in full force and effect as to them until the same may be amended, revised, or modified. Additional mutual aid operational plans and amendments, revisions, or modifications of existing or hereafter adopted mutual aid operational plans, shall be adopted as follows:
 - a. Countywide and local mutual aid operational plans shall be developed by the parties thereto and are operative as between the parties thereto in accordance with the provisions of such operational plans. Such operational plans shall be submitted to the State Disaster Council for approval. The State Disaster Council shall notify each party to such operational plans of its approval, and shall also send copies of such operational plans to other parties to this agreement who did not participate in such operational plans and who are in the same area and affected by such operational plans. Such operational plans shall be operative as to such other parties 20 days after receipt thereof unless within that time the party by resolution or notice given to the State Disaster Council, in the same manner as notice of termination of participation in this agreement, declines to participate in the particular operational plan.

- b. Statewide and regional mutual aid operational plans shall be approved by the State Disaster Council and copies thereof shall forthwith be sent to each and every party affected by such operational plans. Such operational plans shall be operative as to the parties affected thereby 20 days after receipt thereof unless within that time the party by resolution or notice given to the State Disaster Council, in the same manner as notice of termination of participation in this agreement, declines to participate in the particular operational plan.
 - c. The declination of one or more of the parties to participate in a particular operational plan or any amendment, revision or modification thereof, shall not affect the operation of this agreement and the other operational plans adopted pursuant thereto.
 - d. Any party may at any time by resolution or notice given to the State Disaster Council, in the same manner as notice of termination of participation in this agreement, decline to participate in any particular operational plan, which declination shall become effective 20 days after filing with the State Disaster Council.
 - e. The State Disaster Council shall send copies of all operational plans to those state departments and agencies designated by the Governor. The Governor may, upon behalf of any department or agency, give notice that such department or agency declines to participate in a particular operational plan.
 - f. The State Disaster Council, in sending copies of operational plans and other notices and information to the parties to this agreement, shall send copies to the Governor and any department or agency head designated by him; the chairman of the board of supervisors, the clerk of the board of supervisors, the County Disaster Council, and any other officer designated by a county; the mayor, the clerk of the city council, the City Disaster Council, and any other officer designated by a city; the executive head, the clerk of the governing body, or other officer of other political subdivisions and public agencies as designated by such parties.
8. This agreement shall become effective as to each party when approved or executed by the party, and shall remain operative and effective as between each and every party that has heretofore or hereafter approved or executed this agreement, until participation in this agreement is terminated by the party. The termination by one or more of the parties of its participation in this agreement shall not affect the operation of this agreement as between the other parties thereto. Upon approval or execution of this agreement the State Disaster Council shall send copies of all approved and existing mutual aid operational plans affecting such party which shall become operative as to such party 20 days after

receipt thereof unless within that time the party by resolution or notice given to the State Disaster Council, in the same manner as notice of termination of participation in this agreement, declines to participate in any particular operational plan. The State Disaster Council shall keep every party currently advised of who the other parties to this agreement are and whether any of them has declined to participate in any particular operational plan.

9. Approval or execution of this agreement shall be as follows:
 - a. The Governor shall execute a copy of this agreement on behalf of the State of California and the various departments and agencies thereof. Upon execution by the Governor a signed copy shall forthwith be filed with the State Disaster Council.
 - b. Counties, cities, and other political subdivisions and public agencies having a legislative or governing body shall by resolution approve and agree to abide by this agreement, which may be designated as "*CALIFORNIA DISASTER AND CIVIL DEFENSE MASTER MUTUAL AID AGREEMENT.*" Upon adoption of such a resolution, a certified copy thereof shall forthwith be filed with the State Disaster Council.
 - c. The executive head of those political subdivisions and public agencies having no legislative or governing body shall execute a copy of this agreement and forthwith file a signed copy with the State Disaster Council.

10. Termination of participation in this agreement may be effected by any party as follows:
 - a. The Governor on behalf of the State and its various departments and agencies, and the executive head of those political subdivisions and public agencies having no legislative or governing body, shall file a written notice of termination of participation in this agreement with the State Disaster Council and this agreement is terminated as to such party 20 days after the filing of such notice.
 - b. Counties, cities, and other political subdivisions and public agencies having a legislative or governing body shall by resolution give notice of termination of participation in this agreement and file a certified copy of such resolution with the State Disaster Council, and this agreement is terminated as to such party 20 days after the filing of such resolution.

IN WITNESS WHEREOF this agreement has been executed and approved and is effective and operative as to each of the parties as herein provided.

Signed by: EARL WARREN
GOVERNOR

On behalf of the State of California and all its
Departments and Agencies

ATTEST:

November 15, 1950

Signed by: FRANK M. JORDAN
SECRETARY OF STATE



Note:

There are references in the foregoing agreement to the California Disaster Act, State Disaster Council, and various sections of the Military and Veterans Code. Effective November 23, 1970, by enactment of Chapter 1454, Statutes 1970, the California Disaster Act (Sections 1500 ff., Military and Veterans Code) was superseded by the California Emergency Services Act (Sections 8550 ff., Government Code), and the State Disaster Council was superseded by the California Emergency Council.

Section 8668 of the California Emergency Services Act provides:

- (a) Any disaster council previously accredited, the State Civil Defense and Disaster Plan, the State Emergency Resources Management Plan, the State Fire Disaster Plan, the State Law Enforcement Mutual Aid Plan, all previously approved civil defense and disaster plans, all mutual aid agreements, and all documents and agreements existing as of the effective date of this chapter, shall remain in full force and effect until revised, amended, or revoked in accordance with the provisions of this chapter.

In addition, Section 8561 of the new act specifically provides:

"Master Mutual Aid Agreement" means the California Disaster and Civil Defense Master Mutual Aid Agreement, made and entered into by and between the State of California, its various departments and agencies, and the various political subdivisions of the state, to facilitate implementation of the purposes of this chapter.

Substantially the same provisions as previously contained in Section 1541, 1564, 1586 and 1587 of the Military and Veterans Code, referred to in the foregoing agreement, are now contained in Sections 8633, 8618, 8652 and 8643, respectively, of the Government Code.

LIST OF PUBLICATIONS DOCUMENTING MUTUAL AID RESPONSE AND DISASTER RELIEF ROLES

October, 1952 - Pacific Electric article on page 12, "Sign Here for Civil Defense: The time to sign up is now – disaster may happen at any time"

http://libraryarchives.metro.net/DPGTL/employeenews/PE_Mag_1952_Oct.pdf

October, 1962 - MTA Emblem article on page 13, "10 MTA Buses Aid CD (civil defense): Drivers Rush to Evacuate Hospital Patients"

http://libraryarchives.metro.net/DPGTL/employeenews/Emblem_1962_Oct.pdf

January, 1964 - MTA Emblem article on pages 3-8, "Detour! Flood!"

http://libraryarchives.metro.net/DPGTL/employeenews/Emblem_1964_Jan.pdf

Civil Unrest in Watts, 1965 - SCRTD was created to replace the LAMTA in November 1964. There was no employee newsmagazine published during the period of 1965 to 1971. During the Civil Unrest in Watts, SCRTD provided oral reports on the status of the response and SCRTD commitments in South Los Angeles to address the findings of the McCone Commission Report. Staff is reviewing the Board meeting minutes for more information on the response activities.

January, 1987 - SCRTD Headway article on page 7, "Two Operators Cited for Outstanding Community"

http://libraryarchives.metro.net/DPGTL/employeenews/Headway_1987_Jan.pdf

March, 1991 - SCRTD Headway Article on page 13, "Your Responsibilities as a Disaster Service Worker"

http://libraryarchives.metro.net/DPGTL/employeenews/Headway_1991_Mar.pdf

May, 1992 – SCRTD Headway issue on response to Civil Unrest in LA

http://libraryarchives.metro.net/DPGTL/employeenews/Headway_1992_May.pdf

July, 2005 - MyMetro Intranet notification of Employee Hotline activation in response to terrorist attacks in London

<http://libraryarchives.metro.net/DPGTL/employeenews/mymetro/20050708-employee-emergency-hotline.pdf>

September, 2006 - MyMetro intranet notification of change to Employee Hotline number and reminder of disaster worker role in advance of the fifth anniversary of 9-11.

<http://libraryarchives.metro.net/DPGTL/employeenews/mymetro/20060907-new-employee-emergency-hotline.pdf>



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90001

213 022 2000 T 4

9

REVISED #3
OPERATIONS COMMITTEE
APRIL 21, 2011

SUBJECT: STATUS OF AGENCY EMERGENCY PREPAREDNESS

ACTION: APPROVE DELEGATIONS OF AUTHORITY

RECOMMENDATION

- ~~Authorize the Chief Executive Officer to enter into construction contracts for post incident repairs for any amount up to one million dollars with ratification by the Board at its next opportunity;~~
- Authorize the Chief Executive Officer to enter into reciprocal agreements for mutual support including the California Disaster and Civil Defense Master Mutual Aid Agreement.

ISSUE

This report is an update of an ongoing program to prepare Los Angeles County Metropolitan ~~Transit~~ **Transportation** Authority (MTA) to respond to, and recover from emergencies and disasters while fulfilling its obligation to provide essential services to the community.

National Incident Management System (NIMS)/Standardized ~~Incident~~ **Emergency** Management System (SEMS) Training and Compliance

NIMS training is mandated by Homeland Security Presidential Directive (HSPD-5) and SEMS training by the California Government Code §§ 8607 et seq. MTA is NIMS/SEMS compliant at this time and MTA will remain compliant by continuing appropriate training and a program to continue to identify personnel who require training along with implementation of ongoing training.

Emergency Preparedness Food and Water Supplies

The Red Cross and FEMA each recommend that a minimum of three days supply of food and water be available in the event an emergency disrupts or strands individuals without normal supplies of food and water. Food, water

and sheds for its storage have been delivered to all operating divisions and other MTA work locations.

Emergency Site Plans

Under California Code of Regulations, Title 8, § 3220, each MTA site must have an Emergency Site Plan, to ensure MTA compliance with the regulation, revised standardized Emergency Site Plans were rolled out in November and site specific Standard Operating Procedures, using best practices, are being completed at the operating divisions and other facilities.

Continuity of Operations Planning

The Continuity of Operations Plan (COOP) is under review and is currently **being** revised to incorporate current best practices and lessons learned to support MTA response to emergencies.

- Additional MTA emergency preparedness staff activities include:
- Involvement in the Southern California Transit Safety and Security Forum (transit safety and security professionals) and the Los Angeles Operational Area Alliance;
- Staff is also working and coordinating with both the City of Los Angeles Emergency Management Department and Los Angeles County Office of Emergency Management to advance emergency preparedness in the region;
- Working with Access Services, Inc. regarding developing strategies to assist persons with functional needs during response to disasters calling for evacuation.

Participation in Drills

Metro has, for the last several years participated annually in the Great California ShakeOut as a part of Metro's emergency preparedness and awareness program. Additionally, in 2010 Metro's emergency preparedness and public information staffs participated in Operation Golden Phoenix, a U.S. Department of Homeland Security exercise using a nuclear detonation scenario to test interoperability. In 2011 Metro emergency preparedness and operations staff are supporting and participating with Access Services, Inc. on exercises involving access and functional needs emergency response.

Response during the Japanese Earthquake and Tsunami

The recent horrific 9.0 earthquake off the coast of Japan and ensuing tsunami provided an opportunity to assess Metro's efforts regarding its ability to quickly respond to an emergency and support other agencies. The primary risk to Metro was property that could be damaged as a result of the possible tsunami, and Metro's primary need was its ability to support other agencies who might need Metro's help.

On the day of the earthquake Metro executives quickly communicated with each other and staff and deployed to appropriate facilities to assess the risk to Metro property and support Metro employees who might be affected. Emergency and Homeland Security Preparedness staff was in communication with Metro executives and executives from other regional transportation agencies, including OCTA, Long Beach Transit, and Santa Monica Big Blue Bus to get an early warning should those agencies anticipate needing to contact their EOCs for additional resources.

NEXT STEPS

As MTA continues to develop a mature emergency preparedness program the following additional areas will be addressed:

- Additional planning relating to strategies and tactics in order to develop a comprehensive mitigation plan;
- A comprehensive recovery plan is being created;
- Additional Staffing needs are being considered and will be implemented in order to support additional needed programs, the primary functions currently being considered are to enhance Metro's emergency preparedness testing, training, and exercise needs and will include:

Assisting in providing guidance to Divisions and other facilities in conducting exercises designed to test personnel and plans, development of After Action Reports and Improvement Plans resulting from exercises conducted in support of Metro preparedness goals, making recommendations and supporting emergency preparedness objectives by assisting in revising plans to be consistent with lessons learned from exercises conducted, and supporting emergency preparedness at Divisions and facilities by providing guidance to Local Emergency Preparedness sub-committees to enhance Metro emergency preparedness objectives.

- Comprehensive testing, training, and exercise programs will be established to reinforce the training that has already been completed as well as to identify needs, lessons learned, and areas for improvement in emergency response. This includes both internal efforts and working with other agencies to improve our ability to respond to, and recover from, emergencies;
- Emergency and homeland security preparedness training will be an ongoing program, in order for MTA to remain NIMS/SEMS compliant as well as to improve MTA's ability to respond to, and recover from, emergency incidents;
- MTA's Emergency Operations Center (EOC) will be updated and personnel will be identified to serve at the MTA EOC. Additional training will be provided in order to provide those personnel with necessary skill sets to be able to operate in the NIMS/SEMS environment, both for internal efficiency and to provide a basis for MTA to work with other agencies.
- Staff will enter into an agreement to establish access for Metro to a reserve of Civil Engineers available during response to, and recovery from a catastrophic incident based upon Metro's need to supply transportation to the County in consideration of the access and functional needs and general population as well as support of government first responders.

Recommended Board Actions

During the response to, and the period of recovery from, a devastating emergency or other catastrophic event, it may be necessary for Metro to sustain and rebuild its operation quickly in order to maintain essential services and support other agencies. **County Counsel has identified the CEO's power to contract in an emergency as set forth in Public Utilities Code sections 130234 and 130235 as well as the general power of the CEO to award construction contracts identified Public Utilities Code section 130051.9 empower the CEO to enter into contracts necessary to obtain the necessary construction, goods, and services to allow Metro to begin the rebuilding process. Metro's need to support other agencies and the potential need of Metro to be assisted by other agencies would be enhanced by formal agreements with those agencies in the form of mutual assistance agreements, if and when such agreements can be reached.** To facilitate and enable Metro to quickly respond it is advisable to empower the Chief Executive Officer to act on Metro's behalf to take necessary actions without the normal protocols.

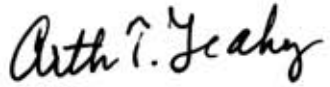
The following actions are recommended:

- ~~Authorize the Chief Executive Officer to enter into construction contracts for post incident repairs for any amount up to one million dollars with ratification by the Board at its next opportunity;~~
- Authorize the Chief Executive Officer to enter into reciprocal agreements for mutual support including the California Disaster and Civil Defense Master Mutual Aid Agreement.

Prepared by: Scott R. Norwood, Emergency and Homeland Security
 Preparedness Manager



Paul C. Taylor
Deputy Chief Executive Officer



Arthur T. Leahy
Chief Executive Officer

Thursday, April 28, 2011 9:00 A.M.

MINUTES

4.1

**Regular Board Meeting
Board of Directors**

**One Gateway Plaza
3rd Floor Board Room**

Called to Order at: 9:30 a.m.

Directors Present:

Don Knabe, Chair
Michael Antonovich, 2nd Vice Chair
Diane DuBois
John Fasana
Richard Katz
Gloria Molina
Ara J. Najarian
Mark Ridley-Thomas
Mel Wilson
Zev Yaroslavsky
Michael Miles, non-voting member

Officers

Arthur T. Leahy, Chief Executive Officer
Michele Jackson, Board Secretary
Karen Gorman, Ethics Officer
Karen Gorman, Acting Inspector General
County Counsel, General Counsel



Metro

Los Angeles County
Metropolitan Transportation Authority

Pledge of Allegiance

Reading of the Agenda

I. PRESENTATIONS/SET MATTERS

S-1. RECEIVED Chair’s Report

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
P	A	A	A	P	A	P	A	P	P	A	P	P	

S-2. RECEIVED Chief Executive Officer’s Report

- Recognized Metro Bus Operator Jason Davillier

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
P	A	A	A	P	A	P	A	P	P	A	P	P	

II. BOARD OF DIRECTORS ITEM 1

BD1. APPROVED AS AMENDED ANTONOVICH AND NAJARIAN MOTION that the MTA Board directs the CEO to develop a comprehensive **Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan (Plan)**.

In developing this Plan the CEO shall:

(CONTINUED ON NEXT PAGE)

MW = M. Wilson	AN = A. Najarian	RK = R. Katz	JF = J. Fasana
JH = J. Huizar	MA = M. Antonovich	DD = D. DuBois	
PO = P. O’Connor	DK = D. Knabe	MRT = M. Ridley-Thomas	
ZY = Z. Yaroslavsky	AV = A. Villaraigosa	GM = G. Molina	

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

(ITEM BD1 – CONTINUED FROM PREVIOUS PAGE)

- A. Work with the CEO of Metrolink to help develop this Plan,
- B. Develop a budget and identify funds to support this Plan,
- C. Use the MTA planning bench where possible to save time in the development of this Plan,
- D. Present the full Plan to the Finance and Budget Committee, Planning and Programming Committee and the full Board no later than December 31, 2011, and
- E. Present a full progress report on the Plan at the Planning and Programming Committee and Finance and Budget Committee every two months starting in June 2011.

This plan will at minimum:

- A. Identify safety improvement upgrades that include but are not limited to the following:

- | | |
|--|---|
| 1. Grade separations | 4. Video enforcement |
| 2. Fencing and gates to secure the ROW | 6. At-grade crossing closures |
| 3. Tunnel upgrades | 7. Grade Crossing Enhancements using Metrolink's recommended design practices |

- B. Identify operational improvement upgrades that include but are not limited to the following:

- | | |
|---|---|
| 1. Straightening of curved segments | 4. Signal improvements |
| 2. Double-tracking, triple-tracking, etc. | 5. Crossovers and other special trackwork |
| 3. Sidings – new and/or extended | 6. Track upgrades |

(CONTINUED ON NEXT PAGE)

(ITEM BD1 – CONTINUED FROM PREVIOUS PAGE)

- C. Provide cost estimates and benefits to safety and operations for the upgrades identified in Sections A and B above.
- D. Recommend a proposed prioritization of these projects for implementation based on a sound methodology that takes into account magnitude of existing hazards and risks, safety enhancements and operational performance in relation to cost of improvement.
- E. Identify what improvements would be necessary to provide Metrolink service:
 - 1. That takes less than one hour between the Antelope Valley and LA Union Station
 - 2. That takes less than 30 minutes between Santa Clarita Valley and LA Union Station
- F. Evaluate funding that could be used to program these improvements, including but not limited to Measure R 3%, Prop C 10%, Section 190 CPUC Grade Separation Funds and future High Speed Rail funds with the understanding that any programming of funds would require future MTA Board action.
- G. Identify a strategy to implement the run-through tracks at Union Station which enhance service for all Los Angeles-bound Metrolink lines that will run through Union Station and enhance service for all Metrolink lines.
- H. Review how the proposed High Speed Rail segment from Palmdale to Los Angeles would affect these improvements to the Metrolink Antelope Valley Line through timing, funding and compatibility requirements.
- I. Review any potential impact the proposed DesertXPress system, should it one day connect into Palmdale, have on any elements of this plan.

(CONTINUED ON NEXT PAGE)

(ITEM BD1 – CONTINUED FROM PREVIOUS PAGE)

WE ALSO MOVE that upon presenting the Metrolink Antelope Valley Line Infrastructure Improvement Strategic Plan, the CEO will also propose a plan to work with the Metrolink CEO to develop similar strategic plans for the segments of Metrolink lines that fall within Los Angeles County.

AMENDMENT: Study money to come from Measure R 3% funds which are segregated from the general proceeds of Measure R.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

III. APPROVED CONSENT CALENDAR ITEMS 1 THROUGH 10, 12 AND 13

Consent Calendar Items were approved by one motion except Item 11 which was held by a Director for discussion.

1. APPROVED ON CONSENT CALENDAR **Minutes** of the March 24, 2011 Regular Meeting.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	A	Y	A	Y	A	Y	Y	A	Y	Y	

CONSTRUCTION COMMITTEE

2. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:
 - A. negotiate and award a 3-year time and material contract under RFP No. PS 100800-2639 with Athalye Consulting Engineering Services, Inc., the highest qualified proposer for Construction Management Services for **Highways I, (Sound Walls 5 & 7)** for an amount not to exceed \$3,700,000 inclusive of two 1-year options;

(CONTINUED ON NEXT PAGE)

(CC, ITEM 2 CONTINUED FROM PREVIOUS PAGE)

- B. negotiate and award a 3-year time and material contract under RFP No. PS 100800-2640 with Ghirardelli Associates, Inc., the highest qualified proposer for **Construction Management Services for Highways II, (Sound Walls 6 & 8)** for an amount not to exceed \$3,000,000 inclusive of two 1-year options;
 - C. execute individual Task Orders within the Board approved authority; and
 - D. negotiate with the next most highly qualified firm(s), until satisfactory contracts can be negotiated, should the CEO be unable to negotiate satisfactory contracts at fair and reasonable prices with the highest qualified proposer(s).
3. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:
- A. negotiate and award a 3-year time and material contract under RFP No. PS 100800-2641 with MARRS Services, Inc. the highest qualified proposer for **Construction Management Services for Bus Facilities Capital Projects**, for an amount not to exceed \$2,500,000 inclusive of two 1-year options;
 - B. execute individual Task Orders within the Board-approved authority; and
 - C. negotiate with the next most highly qualified firm(s), until satisfactory contracts can be negotiated, should the CEO be unable to negotiate satisfactory contracts at fair and reasonable prices with the highest qualified proposer(s).
4. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:
- A. negotiate and award a 3-year time and material contract under RFP No. PS 100800-2642 with J.L. Patterson & Associates, Inc., the highest qualified proposer for **Construction Management Services for Rail Facilities Capital Projects**, for an amount not to exceed \$2,500,000 inclusive of two 1-year options;

(CONTINUED ON NEXT PAGE)

(CC, ITEM 4 – CONTINUED FROM PREVIOUS PAGE)

- B. execute individual Task Orders within the Board-approved authority; and
- C. negotiate with the next most highly qualified firm(s), until satisfactory contracts can be negotiated, should the CEO be unable to negotiate satisfactory contracts at fair and reasonable prices with the highest qualified proposer(s).

CONSTRUCTION COMMITTEE, MEASURE R PROJECT DELIVERY COMMITTEE & PLANNING AND PROGRAMMING COMMITTEE

- 5. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to establish a Life of Project (LOP) budget of \$75,670,000 to construct **four freeway soundwall projects**:
 - A. Package #5: The I-405 Freeway from Devonshire to Mission Boulevard in the City of Los Angeles in the amount of \$28,840,000;
 - B. Package #6: The I-405 Freeway from the San Gabriel River to Atherton Street in the City of Long Beach in the amount of \$4,620,000;
 - C. Package #7: The SR-134 Freeway from Cahuenga Boulevard to Riverside Drive in the cities of Los Angeles and Burbank in the amount of \$14,190,000; and
 - D. Package #8: The I-605 Freeway from North of Slauson Avenue to South of Obregon Street in the City of Whittier and unincorporated County area in the amount of \$28,020,000.

- 6. ADOPTED ON CONSENT CALENDAR the following **positions on Federal Legislation**:
 - A. HR 1123 (Richardson) – **SUPPORT**
 - B. Breaking Down Barriers Initiative – **SUPPORT**

(CONSENT CALENDAR CONTINUED ON NEXT PAGE)

(CONSENT CALENDAR CONTINUED)
FINANCE AND BUDGET COMMITTEE

7. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to purchase **All Risk Property and Boiler and Machinery insurance policies** for all property, at a price not to exceed \$2.12 million for the 12-month period effective May 10, 2011 through May 9, 2012.

MEASURE R PROJECT DELIVERY COMMITTEE

8. AUTHORIZED ON CONSENT CALENDAR:
- A. approved \$14.1 million in Measure R Funds for design and construction of (non-capacity) **roadway improvements adjacent to the I-5 South (Orange County Line to I-605)** project; and
 - B. authorized the Chief Executive Officer to enter into a Memorandum of Understanding with the I-5 Consortium Cities Joint Powers Authority to implement the project.

OPERATIONS COMMITTEE

9. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to enter into **reciprocal agreements for mutual support** including the California Disaster and Civil Defense Master Mutual Aid Agreement.
10. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer:
- A. to award a 21-month sole source, firm fixed price contract to Affiliated Computer Services (ACS) for **photo enforcement Operations, Maintenance, and Citation processing services** for the Exposition Line for a firm fixed price of \$877,800, effective October 1, 2011;
 - B. to execute Modification No. 4 to Contract No. SP035 with ACS to provide photo enforcement Operations, Maintenance, and Citation processing services for the Blue Line and Orange Line Phase 1 for a period of two (2) years, and add the Orange Line Phase 2 for a period of one (1) year for a firm fixed price of \$2,692,800, increasing the Total Contract Value from \$9,569,960 to \$12,262,760; and

(CONTINUED ON NEXT PAGE)

(CC, ITEM 10 – CONTINUED FROM PREVIOUS PAGE)

- C. to execute Modification No. 5 to Contract No. SP037 with ACS to provide photo enforcement Operation, Maintenance, and Citation processing services for the Metro Gold Line Photo Enforcement Program for a period of eight (8) months for a firm fixed price of \$475,200, effective November 1, 2012.

PLANNING AND PROGRAMMING COMMITTEE

11. APPROVED AS AMENDED:

- A. the updated **Los Angeles County Transportation Improvement Program (TIP)** priorities for use in programming funds for fiscal year (FY) 2010-11 to FY 2018-19;
- B. authorizing the Chief Executive Officer, to assign or reassign, when necessary, federal, state and local funds to support Board-approved projects and programs, so long as the priorities of the LACMTA Board approved Long Range Transportation Plan (LRTP) and this report are not changed by the assignment or reassignment;
- C. directing the Chief Executive Officer to report on a monthly basis any exercise of this delegated authority; and
- D. authorizing the Chief Executive Officer to negotiate and execute funding contracts or agreements as needed with Los Angeles County jurisdictions, agencies or other entities to provide funds programmed as authorized, consistent with the priorities of the LRTP and this report.

AMENDMENT: Directed staff to report back to the Board when transfers occur. What money was moved and which projects are impacted.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

(CONSENT CALENDAR CONTINUED)

12. APPROVED ON CONSENT CALENDAR:

- A. **Findings and Statement of Overriding Considerations in accordance with the California Environmental Quality Act (CEQA) for Supplemental Environmental Impact Report (SEIR)** prepared by the Metro Gold Line Foothill Extension Construction Authority (“Construction Authority”) for the Eastern Operation and Maintenance (O&M) Facility; and
- B. **a \$264.5 million budget envelope for land acquisition, design, and construction of the O&M facility.** Of this amount, MTA will pay 75%, or \$198.4 million, of actual expenditures up to the budget envelope using non-Foothill Extension project funds, while the Construction Authority will pay \$66.1 million reflecting 25% of the O&M facility cost from their Phase 2A Measure R funds. Should expenditures exceed this amount, the Construction Authority will be responsible for 100% of the cost above the budget envelope. As additional rail lines are constructed (i.e. ~~Gold Line Foothill Extension Phase 2B and Eastside Extension Phase 2~~), **and any additional rail lines in the San Gabriel Valley and nearby**, each project will provide funding from project fund sources to reimburse MTA’s non-project funds used to construct this facility.

13. AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. Award and execute:
1. a firm fixed-price contract No. PS4370-2622 to KOA Corporation in the amount of \$4,106,366 for professional services to complete the **Alternatives Analysis (AA), Draft Environmental Impact Statement/Report (DEIS/R) and Conceptual Engineering (CE) for the Van Nuys Rapidway project** including options for final environmental clearance, and clearance of other near and mid-term bus speed improvements;
 2. contract modifications up to 20% of the contract value to cover the cost of any unforeseen issues that may arise during the AA/DEIS/R and CE; and

(CONTINUED ON NEXT PAGE)

(CC, ITEM 13 – CONTINUED FROM PREVIOUS PAGE)

- B. negotiate and execute a pass-through agreement with the City of Los Angeles for the installation of **pedestrian lighting at selected bus stops along Reseda Boulevard** using a Federal Transit Administration (FTA) earmark, contingent upon Los Angeles City Council action to accept the funds.

IV. DISCUSSION ITEMS 14 THROUGH 25

14. **ADOPTED:**

- A. the Arbor Vitae/Bellanca (Site #14) as the Locally Preferred Alternative (LPA) Maintenance Facility Site subject to the close of the public comment period on April 11, 2011; and

B. **RECEIVED AND FILED:**

- 1. the **Crenshaw/LAX Transit Corridor** Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR); and
- 2. the status report on the preparation of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw/LAX Transit Corridor Project.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	A	

15. **RECEIVED AND FILED** this report on the Board-directed **Park Mesa Heights Grade Separation Analysis**, a special study for the Crenshaw/LAX Transit Corridor Project.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

(DISCUSSION ITEMS CONTINUED FROM PREVIOUS PAGE)

16. **CARRIED OVER TO MAY: RIDLEY-THOMAS MOTION regarding Crenshaw/LAX Transit Corridor: Leimert Park/Vernon Station and Undergrounding Park Mesa Heights.**

I therefore move that the Metro Board:

- A. Redirect monies to fund the inclusion of a Leimert Park/Vernon Station and undergrounding the segment of the alignment from 48th to 59th Streets within the City of Los Angeles, for the Crenshaw/LAX Transit Corridor.
- B. Consider potential funding sources including, but not limited to, Expo Measure R funds for the "substitute project", Measure R Green Line to LAX funds, Arbor Vitae interchange project funds and surplus property sales along the alignment.
- C. Amend the Crenshaw/LAX Transit Corridor project to include the Leimert Park/Vernon Station and undergrounding the segment of the alignment from 48th to 59th Streets as a part of the Base Project.
- D. Authorize, if needed, the release of a supplemental Environmental Impact Statement/Environmental Impact Report.

17. **APPROVED AS AMENDED UNDER RECONSIDERATION:**

O'Connor Motion on Health and Active Transportation Consistent with policies in the Long Range Transportation Plan to develop a multi-modal transportation network throughout Los Angeles County and in conjunction with the development of the Sustainable Communities Planning Framework, Metro shall create an Active Transportation Agenda by November 2011. Included in the agenda will be a description of existing programs and short-term and long-term strategies for leveraging urban design, partnerships and project development to create environments that promote walking and biking, transit use and public health.

The Active Transportation Agenda should, among other items, report on existing and consider new strategies to:

(CONTINUED ON NEXT PAGE)

(DISCUSSION ITEM – 17, CONTINUED FROM PREVIOUS PAGE)

- Improve first and last mile connections to transit facilities.
- Promote walking and biking for short trips to reduce congestion on streets and freeways.
- Partner with public health, housing, planning and environmental agencies on innovative programs and financing mechanisms.
- Ensure active transportation options are advanced through the land-use and transportation elements of the Regional Sustainable Communities Strategy.
- Increase countywide capacity for developing and implementing Safe Routes to School and Safe Routes to Transit programs that target youth, senior and low-income populations whose transportation options are most impacted by community design.
- Plan and design Metro facilities to promote physical activity and health, through tools like health impact assessments **evaluations** and design guidelines.
- Ensure the needs of pedestrians and bicyclists are considered and addressed in planning and/or design of projects that Metro funds or implements.
- Promote the interim and permanent use of Metro-owned right-of-way for active transportation.

AMENDMENT: Promote through the Call for Projects resource allocation to achieve these goals.

Directed staff to seek input from sub-regions and cities on best practices.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

18. ADOPTED AS AMENDED the following **positions on State Legislation:**

- A. **SB 214 (Wolk)** – Would repeal the infrastructure financing districts requirement of voter approval and authorizes districts, to be in place for 40 years. **SUPPORT WORK WITH AUTHOR**

(CONTINUED ON NEXT PAGE)

(DISCUSSION ITEM 18 – CONTINUED FROM PREVIOUS PAGE)

- B. **SB 582 (Emmerson)** – Would authorize a metropolitan planning organization jointly with the local air quality management district to adopt a commute benefit ordinance. **SUPPORT NEUTRAL WORK WITH AUTHOR**
- C. **SB 862 (Lowenthal)** – Would establish the Southern California Goods Movement Authority and specify representation on the authority. **SUPPORT OPPOSE WORK WITH AUTHOR**
- D. **SB 693 (Dutton)** – Would allow Caltrans to delegate the authority for Public Private Partnerships to cities and counties. **SUPPORT WORK WITH AUTHOR**
- E. **SB 907 (Evans)** – Would establish Master Plan for Infrastructure Financing and Development Commission. **SUPPORT**
- F. **AB 427 (Pérez)** – Would establish a process to reallocate Proposition 1B transit security funds that remain unused and would authorize specified rail operator to be eligible for an additional source of funds. **SUPPORT WORK WITH AUTHOR**
- G. **AB 892 (Carter)** – Would extend the authority for Caltrans to participate in a pilot program whereby Caltrans is delegated authority to act under federal environmental laws. **SUPPORT**
- H. **AB 1308 (Miller)** – Would allow for continuous appropriations from the Highway Users Tax Account in the Transportation Tax Fund in any year in which the Budget Act has not been enacted by July 1st. **SUPPORT**

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

(DISCUSSION ITEMS CONTINUED)
EXECUTIVE MANAGEMENT AND AUDIT COMMITTEE

19. APPROVED AS AMENDED a **Small Business Enterprise (SBE) Goal** increase from 15% to 25 30% for FY11 and FY12 and SBE Program revisions implementing SB 1341 (Price) small business initiatives and SBE certification process changes.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

20. **FAILED** - Motion to approve the **sale of the MTA's equity share in David Solow's residence** for the amount of approximately \$141,000.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	ABS	N	ABS	A	Y	Y	ABS	A	Y	

21. CARRIED OVER TO MAY: authorizing the Chief Executive Officer to award a 5-year, firm fixed unit rate, Contract No. OP85102554 to Mitsubishi Electric & Electronics USA, Inc. for Metro transit facilities **elevator and escalator maintenance and repair services**, for an amount not to exceed \$44,377,356 inclusive of two one-year options, effective May 1, 2011.

OPERATIONS COMMITTEE

22. APPROVED:
- A. the removal of peak hour **bike-on-rail restrictions** and directing that staff return with a consistent amendment to the Customer Code of Conduct; and
 - B. authorizing the CEO to administratively revise bike rules in the future to reflect Board adopted bicycle policies that do not conflict with the Customer Code of Conduct.

(CONTINUED ON NEXT PAGE)

(DISCUSSION ITEM 22 – CONTINUED FROM PREVIOUS PAGE)

Director Wilson requested a survey mechanism to capture this policy change on ridership.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

23. APPROVED Motion by Chair Knabe and Director DuBois to provide information regarding:

- A. Segments and number of standees per peak-hour: including average length of trip for standees, amount of time currently standing and the potential impact created by the removal of 4-6 additional seats per LRT vehicle.
- B. A plan for the mitigation of vendors/recycling and other activities currently present on the Metro Blue Line.
- C. Bicycle demand on each rail line.
- D. Presentation of alternatives such as “station bikes” or other rental or shared use bikes.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

OPERATIONS COMMITTEE

24. FAILED (Carried over to May) Recommendation to:

- A. authorize the Chief Executive Officer to award a seven-year, unit rate, Contract No. PS11064106 to American Reclamation, Inc., the lowest responsive and responsible bidder, for **integrated waste management services** for an amount not to exceed \$6,654,321, effective July 1, 2011; and

(CONTINUED ON NEXT PAGE)

(DISCUSSION ITEM 24 – CONTINUED FROM PREVIOUS PAGE)

- B. approve contract modification authority specific to Contract No. PS11064106 in the amount of \$2,000,000 for waste management services for additional bin pick-up service and new MTA facilities which may open during the contract term.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
ABS	A	A	Y	Y	C	ABS	A	Y	Y	A	A	Y	

25. RECEIVED AND FILED response to Villaraigosa, Molina and Wilson Motion for **additional information pertaining to past, present and future service changes**, part 1.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	A	Y	Y	

V. MISCELLANEOUS

26. Additions to the agenda which were posted more than 72 hours in advance of the meeting, as indicated on the supplemental agenda.
27. 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.
28. RECEIVED public comment.

VI. CLOSED SESSION

CS-1 Personnel Matters - G.C. 54957
Public Employee Appointment
Consider appointment of Inspector General

NO REPORT.

CS-2 Conference with Legal Counsel - Pending litigation - G.C. 54956.9(a)

A. Jose Solis Alvarez v. L.A.C.M.T.A., Case No. BC432126

APPROVED settlement in the amount of \$575,000.

MW	JH	PO	ZY	AN	MA	DK	AV	RK	DD	MRT	GM	JF	
Y	A	A	Y	Y	Y	Y	A	Y	Y	Y	A	Y	

B. LACMTA v. Alameda Produce Market, LLC, (VCC Alameda LLC), Case No. S188128

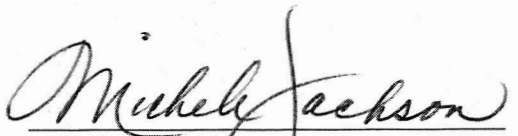
NO REPORT.

CS-3 Conference with Labor Negotiator - G.C. 54957.6
Agency Representative: Richard Hunt and designated staff
Employee Organizations: ATU, UTU, TCU, Teamsters

NO REPORT.

ADJOURNED at 12:55 p.m. in memory of Caltrans workers who lost their lives on the job.

Prepared by: Collette Langston
Board Specialist


Michele Jackson
Board Secretary



Metro Response to Demonstrations for Racial Justice

Item 40 Regular Board Meeting – June 2020



Metro

Timeline of Events

- Monday, May 25, 2020 – George Floyd murdered while being arrested by Minneapolis Police Officers
- May 28 – Growing frustration manifested in demonstrations in cities across the United States
- May 29 – First reports of spray paint graffiti, broken windows and headlights to Metro buses (Div. 5,7,13)
- Afternoon, May 30 – Reports across the County of employees and passengers being trapped on buses and surrounded by protestors, acts of vandalism on Metro buses and property, and track intrusion.
- Late afternoon, May 30 – Metro CEO directs suspension of service, for the safety of employees and public, effective 8:00 p.m. through end of day

Service Suspension

- Announcements of service suspension start May 30 at 6 pm.
- Supervisor units deployed to assist stranded customers
- Rescue bus deployed on Route 33
- Service resumed 5:30 a.m., Sunday, May 31



Property Damage

- 63 Buses reported damage (e.g. graffiti, broken windows, etc.)
- Glass casing destruction reported from South Bay Harbor Gateway Transit Center (Silver Line) up through Nordhoff Station (Orange Line) SFV
- Burned Security cameras, fire damage, destroyed marble tile at rail stations



Mutual Aid Agreement

- Metro is party to the California Disaster and Civil Defense Master Mutual Aid Agreement (most recently affirmed through Metro Board Action on April 28, 2011)
- The state and political subdivisions of the state, including Metro, participate to facilitate implementation of the California Emergency Services Act
- State laws governing mutual aid date back to 1950s
- It is Metro's policy to coordinate with external agencies to ensure effective emergency response

Metro Library Archives

1992 Los Angeles Uprising - Command Post at Division 5



1992 Detainee Transportation at 1st St/Broadway, LA Times Building



After Action

- Metro will endeavor to operate regular service throughout periods of crisis, to the extent possible and while prioritizing safety for operators and passengers
- As needed, buses will be re-routed dynamically to maintain a minimum distance of five blocks from demonstration locations
- CEO direction: Metro shall verify that agencies requesting support for the transport of detainees or law enforcement have depleted their own resources prior to requesting Metro resources
- Staff will continue updating Metro's crisis communications plan and improve protocols for advising customers changes due to emergency situations
- Staff will develop a Customer Toolkit for the Metro website to inform patrons of what they can expect in the event of a local emergency
- ITS to designate a dedicated telephone number for emergency advisories for customers without smartphones



Questions?



Metro