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Agenda - Final

Thursday, February 24, 2022

10:00 AM

To give written or live public comment, please see the top of page 4

Board of Directors - Regular Board Meeting

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

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

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

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

ADA REQUIREMENTS

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LIMITED ENGLISH PROFICIENCY

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



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

Live Public Comment Instructions:

Live public comment can only be given by telephone.

The Board Meeting begins at 10:00 AM Pacific Time on February 24, 2022; you may join the call 5 minutes prior to the start of the meeting.

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

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 24 de Febrero de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
Codigo de acceso en ingles: 8231160#
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 8, 9, 14, 15, 16, 17, 18, 19, 23, 25, and 29.

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

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

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0107](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0108](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

6. **SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2** [2022-0010](#)

RECOMMENDATION

RECEIVE AND FILE the project status update on the Eastside Transit Corridor Phase 2 Project.

SOLIS AMENDMENT: Report back in April 2022 with the following:

- A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.

- D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. An accelerated project schedule for the two IOS alternatives and the entire project segment.

Attachments: [Attachment A - Eastside Transit Corridor P2 Initial Operating Segments Map Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE FORWARDED THE FOLLOWING DUE TO CONFLICTS AND ABSENCES:

10. SUBJECT: PROPOSITION A AND PROPOSITION C COMMERCIAL PAPER/SHORT-TERM BORROWING PROGRAMS [2021-0797](#)

RECOMMENDATION

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit (“LOC”) with respect to the Proposition A (“Prop A”) commercial paper (“CP”) and short-term borrowing program, Attachment A; and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C (“Prop C”) revolving credit facility (“RCF”) and short-term borrowing program, Attachment B.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

Attachments: [Attachment A - Proposition A Authorizing Resolution](#)
 [Attachment B - Proposition C Authorizing Resolution](#)
 [Attachment C - Bank Recommendation Summary](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION AS AMENDED (5-0):

26. SUBJECT: LOCAL SMALL BUSINESS PREFERENCE [2022-0025](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the report back to Motion 31 on a Local Small Business Enterprise (LSBE) Program; and

- B. AUTHORIZING the CEO to implement a three-year Pilot LSBE Preference Program inclusive of Five Point Preference Incentive for negotiated procurements.

DUPONT-WALKER AMENDMENT:

- A. Report back in August 2022 on how Metro can encourage greater than 30% LBSE participation for proposers that do not meet the LSBE criteria as a prime but subcontract to LBSE eligible businesses, either through additional preference credits beyond the five points offered by the pilot or providing further incentives in the procurement process; and
- B. Request Metro to conduct an external audit no later than one year into the pilot to ensure eligible small businesses are meeting the stated eligibility requirement of being headquartered in LA County for at least 6 months.

Attachments: [Attachment A - Motion 31 Local Preference - Contracting Presentation](#)

CONSTRUCTION COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

- 27. **SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY INCREASE** [2021-0765](#)

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget by \$75,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$801,749,577 to \$876,749,577 using the fund sources (Attachment A), consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: [Attachment A - Updated LOP Sources of Funds](#)
 [Attachment B - Unified Measure R and Measure M Cost Mgmt Policy Analysis](#)
 [Attachment C - Breakdown of Cost](#)
 [Presentation](#)

- 30. **SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESOLUTION OF NECESSITY** [2021-0654](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.
- B. ADOPTING the Resolution of Necessity authorizing the commencement of

an eminent domain action to acquire a Permanent Utility Easement (“PUE”) and Temporary Construction Easement (“TCE”) from the property located at 6110 Sepulveda Boulevard, Van Nuys, CA 91411 with APN of 2242-025-022 (the “Property Interests”) as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

- Attachments: [Attachment A - Staff Report](#)
- [Attachment B - Resolution of Necessity](#)
- [Presentation](#)

31. SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESOLUTION OF NECESSITY [2021-0655](#)

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Permanent Underground Utility Easement (“PUUE”) and Temporary Construction Easement (“TCE”) from the property located at 6104-6108 Sepulveda Boulevard, Van Nuys, CA 91411 with APNs of 2242-025-026 & 2242-025-027 (the “Property Interests”) as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

- Attachments: [Attachment A - Staff Report](#)
- [Attachment B - Resolution of Necessity](#)
- [Presentation](#)

32. SUBJECT: STATE AND FEDERAL REPORT [2022-0047](#)

RECOMMENDATION

RECEIVE AND FILE February 2022 State and Federal Legislative Report.

33. SUBJECT: RESPONSE TO MOTIONS ON COMMITMENT TO REIMAGINING PUBLIC SAFETY [2022-0054](#)

RECOMMENDATION

RECEIVE AND FILE the Reimagining Public Safety Framework, which is inclusive of the report back on Motions 26.2 and 25.1 Policing Alternatives, Motion 44 Mental Health Resources, and a peer review of Customer Codes of Conduct.

- Attachments:** [Attachment A - Motion 26.2](#)
 [Attachment B - Motion 25.1](#)
 [Attachment C - Motion 44](#)
 [Attachment D - Motion 37](#)
 [Attachment E - Motion 37.1](#)
 [Attachment F - LA Metro PS Project Fact Sheets](#)
 [Attachment G - LA Metro Code of Conduct Review](#)

34. SUBJECT: CONSTRUCTION MARKET ANALYSIS [2022-0067](#)

RECOMMENDATION

RECEIVE oral report on the Construction Market Analysis.

- Attachments:** [Presentation](#)

35. SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION [2022-0115](#)

RECOMMENDATION

APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Najarian that directs the CEO to take the following actions:

- A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:
- 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 bikeway projects.
 - 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.
 - Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.
- B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.

-
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

END OF NON-CONSENT

36. SUBJECT: CLOSED SESSION

[2022-0112](#)

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

- 1. Jobs To Move America v. New Flyer of America, Inc., Case No. 18STCV06276
- 2. Joseph Dallalzadeh v. LACMTA, Case No. BC701036
- 3. Wilbert Figueroa v. LACMTA, Case No. 20STCV14451
- 4. Concepcion Guzman v. LACMTA, Case No. 20TCV17857
- 5. Suzanne Haeri v. LACMTA, Case No. 18STCV08332

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)
Significant Exposure to Litigation (One Case)

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

Agency Representative: Robert Bonner and Cristian Leiva or designee
Employee Organization: SMART

D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Ethics Officer

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2022-0109](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 27, 2022.

Attachments: [Regular Board Meeting MINUTES - January 27, 2022](#)
[January 2022 Public Comments](#)

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

5. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION** [2021-0746](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Inter-program borrowing and programming of additional \$3,000,000 from the Las Virgenes/Malibu Subregion's Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation, Transit, and Tech Program (Expenditure Line 56), as shown in Attachment A;
2. Programming of additional \$1,950,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - Active Transportation Transit Tech Program Project List](#)
[Attachment B - Highway Efficiency Program Project List](#)

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

8. **SUBJECT: SYSTEMWIDE BICYCLE PARKING PROGRAM IMPROVEMENTS AND CAPITAL UPGRADES** [2021-0753](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - Secure Bicycle Parking Program Assessment Report](#)
[Attachment D - Board Motion Item 22 September 20, 2018 Presentation](#)

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

9. SUBJECT: INVESTMENT POLICY

[2021-0807](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Investment Policy in Attachment A;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment B; and
- C. DELEGATING to the Treasurer or his/her designees, the authority to invest funds for a one-year period, pursuant to California Government Code ("Code") Section 53607.

Attachments: [Attachment A - Investment Policy](#)
 [Attachment B - Financial Institution Resolution](#)

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

14. SUBJECT: INVERTER CONTROL BOX

[2021-0811](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA81563000 to TK Services, Inc. , the lowest responsive and responsible bidder for Inverter Control Boxes. The Contract is for a one-year base in the amount of \$1,497,960, inclusive of sales tax, and a one-year option in the amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920, subject to resolution of protest(s), if any.

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

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

15. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

[2022-0019](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$900,000,

increasing the contract four-year base term authority from \$1,895,911 to \$2,795,911.

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

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

16. SUBJECT: SHOP TOWELS [2021-0810](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. CY81398000 to JWL Supplies, the lowest responsive and responsible bidder for Shop Towels (Wypalls). The Contract is for a one-year base in the amount of \$735,873, inclusive of sales tax, and a one-year option in the amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054, subject to resolution of protest(s), if any.

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

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

17. SUBJECT: PURCHASE OF NINE (9) 35 TON TOW TRUCKS [2021-0756](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. DR81105 with Baatz Enterprises Inc. DBA Tow Industries, the lowest responsive and responsible bidder for nine (9) 35-ton tow trucks for a firm fixed price of \$3,948,479.62 inclusive of sales tax.

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

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

**18. SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY
 SERVICE COUNCIL** [2021-0582](#)

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

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

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

19. SUBJECT: SECOND GENERATION BUS MOBILE VALIDATORS [2021-0525](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING capital project for the purchase and installation of the 2nd generation bus mobile validators and 16-port managed ethernet switches in order to support the All Door Boarding project;
- B. APPROVING and ADOPTING the life-of-project budget of \$18,100,000; and
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 165 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 2900 Second Generation Bus Mobile Validators (BMV’s) and installation of BMVs and 16-port managed ethernet switches at Metro contract service locations in the amount of \$9,545,440 increasing the total contract value from \$373,825,899 to \$383,371,339.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification Change Order](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Cubic Validator 3.0 Datasheet](#)
[Attachment E - LPP Project Baseline Agreement](#)
[Attachment F - Summary of LOP Budget and Annual Operating Cost](#)

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

23. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - EAST REGION AND SOUTH REGION [2021-0741](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an indefinite delivery/indefinite quantity Contract No. PS76258000, for the East Region contracted transportation services, to Southland Transit, Inc. The contract not-to-exceed amount is \$90,032,724,

for the five-year base period and \$57,511,425, for the one, three-year option, for a combined not-to-exceed amount of \$147,544,149, effective July 1, 2022, subject to resolution of protest(s), if any; and

- B. AWARD an indefinite delivery/indefinite quantity contract No. PS76258001, for the South Region contracted transportation services, to MV Transportation, Inc. The contract not-to-exceed amount is \$148,645,400, for the five-year base period and \$101,588,036, for the one, three-year option, for a combined not-to-exceed amount of \$250,233,436, effective July 1, 2022, subject to resolution of protest(s), if any.

- Attachments:**
- [Attachment A - Procurement Summary](#)
 - [Attachment B - East Region and South Region Service Maps](#)
 - [Attachment C - DEOD Summary](#)

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

- 25. **SUBJECT: J LINE (SILVER) ELECTRIFICATION MOTION** [2022-0097](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Mitchell, Butts, and Bonin to direct the Chief Executive Officer to return to the Board with a change order for the 100 electric buses designated for the J Line, to extend the range of these buses and to provide the single-seat ride requested by this Board.

- 29. **SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING** [2022-0110](#)

RECOMMENDATION

CONSIDER making the following findings:

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

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

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and

- B. State or local officials continue to impose or recommend measures to promote social distancing.

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

END OF CONSENT CALENDAR

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0111](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2022-0010, File Type: Informational Report

Agenda Number: 6.

REVISÉD
PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2022

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the project status update on the Eastside Transit Corridor Phase 2 Project.

SOLIS AMENDMENT: Report back in April 2022 with the following:

- A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
- D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. An accelerated project schedule for the two IOS alternatives and the entire project segment.

HAWN AMENDMENT: Report back in April 2022 with the following:

- A. Which specific grants, state and federal funding programs the eastside transit corridor project is applying for;
- B. The competitiveness and priority of this project related to our other Metro projects also in the pipeline for these opportunities;
- C. Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and

D. Any opportunities for low and no-cost financing through federal or private sources.

In addition to those four things, engage relevant municipal agencies and Community-Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

ISSUE

This is an update to the Board on the Eastside Transit Corridor Phase 2 Project (Project) status. Key updates include a project update and preliminary determination of the Initial Operating Segments (IOS).

BACKGROUND

At its October 25, 2018, meeting (Item #2018-0303) the Board approved reinitiating the environmental review process for the Eastside Transit Corridor Phase 2 Project. This included environmental analysis for the SR 60 Alternative (planned parallel or along the SR 60 freeway), Washington Alternative (planned along Washington Boulevard), and the Combined Alternative (combination of the Washington and SR 60 Alternative).

Following the study and community input on the three project alternatives, at its February 27, 2020, meeting, the Board approved the withdrawal of the SR 60 and Combined Alternatives from the Eastside Transit Corridor Phase 2 environmental study. The Board also approved proceeding with a focused California Environmental Quality Act (CEQA) environmental study for the Washington Alternative (Item #2020-0027).

Further study of alternatives to the withdrawal SR 60 Alternative were designated to be undertaken by the San Gabriel Valley Council of Governments, which has initiated separate feasibility studies to evaluate other alternatives to serve the San Gabriel Valley.

The project alignment is approximately 9.0 miles that travels south along Atlantic Boulevard in an underground segment between the current Metro L (Gold) Line terminus station at Pomona Boulevard/Atlantic Boulevard and the Citadel Outlets in Commerce. The route then proceeds east along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in the city of Whittier. Proposed stations along this route that are being considered include:

- Relocated Atlantic/Pomona Boulevard station
- Atlantic/Whittier Boulevard station in East Los Angeles.
- Commerce/Citadel station in Commerce.
- Greenwood Avenue station in Montebello
- Rosemead Boulevard station in Pico Rivera.
- Norwalk Boulevard station serving unincorporated Los Nietos, Whittier, and Santa Fe Springs, and
- Lambert Road station in Whittier.

According to Measure M and Metro’s Long-Range Transportation Plan (LRTP) financial forecast, the Project has a \$3 billion (2015\$) allocation of funding comprised of Measure M and other local and state. Measure M funding becomes available in two cycles as follows:

Measure M Expenditure Plan (Initial Year of Funding)	Opening Year	LRTP Funding Allocation (2015\$)
FY 2029	2035	\$3 billion
FY 2053	2057	\$3 billion

The second funding cycle is designated for the second alignment, however since the SR 60 was withdrawn, the results of the San Gabriel Valley Transit Feasibility Study (Study) may determine an alignment. The Study is being led by the San Gabriel Valley Council of Governments.

DISCUSSION

Alignment Configuration Updates

Refinements to the Draft Advanced Conceptual Engineering (ACE) resulted in design options that examined cost-saving opportunities and optimized the project design further. This effort led to the introduction of station options for the relocated Atlantic Boulevard station and an at-grade station and segment in the City of Montebello, where it currently traverses in an aerial configuration. Several factors were considered based on engineering and past community and stakeholder input. These design options were shared with the public at the November 2021 meetings before carrying these options forward for further evaluation in the Draft Environmental Impact Report (EIR).

With the underground segment beginning near Atlantic and Pomona, opportunities to reevaluate station options for the existing station and the current underground design were developed. An open underground station concept was proposed that could provide several community benefits such as but not limited to First/Last mile connections, ease of access to the station platform, proximity to the existing parking structure, natural air ventilation and minimize construction impacts in the immediate area. This station concept was shared with the community and stakeholders, expressing general concerns about construction impacts and business disruption, and displacement. The community is interested in learning about the impacts of both station options through the Draft EIR. Prior to the anticipated release of the Draft EIR in late spring of this year, public meetings will be scheduled to discuss general construction activities for the proposed project.

An at-grade configuration through the city of Montebello that includes an at-grade Greenwood station was also introduced. The city of Montebello staff and decision makers support this design option. Additionally, Metro’s grade separation policy preliminary findings indicate that at-grade operation should be feasible at Greenwood Avenue. The current baseline project includes an aerial segment that is approximately 1.6 miles, including the Greenwood Station, of which 0.8 miles would be analyzed as an at-grade configuration. This would extend the at-grade configuration from approximately 4.4 miles to 5.2 miles. 0.8 miles will remain aerial not to disrupt active BNSF tracks. Both design options, aerial and at-grade configurations, will be carried forward for environmental analysis in the Draft EIR.

Initial Operating Segments Analysis

The IOS options were developed based on the following criteria:

- Adhere to the Project Objectives by extending Metro's L (Gold) Line from the existing terminus Atlantic Station further east to provide connectivity to the rail network.
- Include a Maintenance Storage Facility that can accommodate the full build-out of the project.
- Provide an IOS terminus that would serve as an interim end-of-line station, including tail tracks, parking and systems facilities.
- Allow for the full build-out of the selected project alternative.

Based on the evaluation, staff will be further studying the two IOS options and design options in the Draft EIR. Furthermore, the Draft EIR will environmentally clear the full project alignment from Atlantic Boulevard to the City of Whittier.

- IOS 1 - Commerce
- IOS 2 - Greenwood

Attachment A shows the two IOS options being evaluated in the Draft EIR.

IOS-1 Commerce would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with connections to the Commerce MSF site option.

IOS-2 Greenwood would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial or at-grade terminal station at the Greenwood station in the city of Montebello.

To support the operations of the IOS and the Project, the following two (2) MSF site options have been identified. The sites would accommodate approximately 100 to 120 light rail vehicles (LRVs) to service the Project and the combined east-west corridor for full regional service with the opening of the Regional Connector. The options sites are in the cities of Commerce and Montebello.

- Commerce MSF site option: located in the city of Commerce site is approximately 22 acres in size, which includes aerial yard lead tracks. The facility would accommodate storage for approximately 100 LRVs. This MSF site option could serve IOS-1 and IOS-2.
- Montebello MSF site option: located in the city of Montebello site is approximately 31.3 acres in size, which includes either aerial or at-grade wye junction for the yard lead tracks depending on which design option is selected in the City of Montebello. The facility would accommodate storage for approximately 120 LRVs. This MSF site option could serve IOS-2 only.

The Commerce and Montebello MSF site options meet the size requirements and have consistent surrounding land use patterns of commercial and industrial uses. Both options will be evaluated further for environmental impacts through Draft EIR. A Title VI analysis will also be conducted prior to

the selection of the preferred MSF. Only one MSF site option would be constructed when the Board selects the Locally Preferred Alternative (LPA).

The Draft EIR will study the entire Project and the two IOS with design options and is anticipated to be released late spring of this year. The IOS options could help streamline the Project in advance of the Measure M Expenditure Plan, consistent with the Twenty-Eight by '28 Initiative.

Planning staff and consultant teams are actively seeking federal funding opportunities for the project. Should federal funding become available to fund project elements or the build out of the full project alignment, staff would reinitiate National Environmental Policy Act (NEPA) analysis after the selection of the LPA to streamline federal reviews.

Preliminary Cost Estimates

Preliminary cost estimates were developed at 15% design level to support the environmental and planning process. The design follows Metro Rail Design Criteria (MRDC) and the federal, state, local policies and procedures. Table 1 outlines cost ranges for the Project and IOS, including the Commerce or Montebello MSF options. The cost estimates follow a uniform approach to develop baseline costs for light rail projects. Planning staff continues to work closely with the consultant teams and Program Management to refine the cost estimates as the design advances. It is anticipated that as the design advances, the cost estimates are subject to change. The recently introduced open underground station at Atlantic and Pomona is not included in this cost estimate but will be added prior to the selection of the LPA. Additionally, these preliminary costs consider the MSF site that would serve the regional connector, which exceeds the project's capacity needs; therefore, staff and the consulting teams are seeking federal funding opportunities for elements ,such as, the MSF options that may be eligible for federal funding.

Table 1.

	Cost Estimate Range
Project	\$6.1 - \$6.5
IOS Commerce (Commerce MSF)	\$4.5 - \$5.0
IOS Greenwood (Commerce or Montebello MSF)	\$5.1 - \$5.3

EQUITY PLATFORM

The project team is introducing the IOSs to the Metro Board. No action is anticipated until all alternatives have been evaluated through Draft EIR and Title VI analysis. Similar to the full project alignment, the IOSs aim to provide a more reliable and high-quality transit alternative to the communities of the eastern Los Angeles County that will help solve the mobility challenges and needs of the area's residents and businesses.

There are 119,759 persons living in the census tracts that are within 0.5 miles of the stations along the full alignment. Of those persons, 49 percent report as people of color and 51 percent report as White only (non-Hispanic or Latino) according to the 2015-2019 ACS 5-Year population estimates. In

addition, 34 percent of the total population is either a student (21 percent) or senior (13 percent). The Project includes six (6) Equity Focused Communities (EFC) while the IOSs has two (2) to three (3) EFCs depending on the IOS. Both IOS will serve and benefit the East Los Angeles Community and the cities of Commerce and Montebello depending on the IOS. Around 9 percent of people are transit-dependent and 16.4 percent below the poverty level. The median household income is \$59,420 annually and the average household size is 3.6 persons per household. Environmental and temporary construction impacts are being evaluated in the Draft EIR.

Community meetings are scheduled in March to inform the public of the proposed project's IOS and general construction activities. The project team is working with eight (8) local Community Based Organizations (CBO) to discuss project milestones and enhance our outreach methods. This partnership has become very valuable due to the CBOs insight on the community's concerns and perspectives. The project team shares project information in a draft form to gather input from the CBOs to shape the messaging and communication approaches favorable to the community.

As a result of this partnership, we have simplified the language in all our meeting materials, included bilingual PowerPoint (PPT) presentations rather than having a separate PPT, easier to understand design drawings and more importantly, remind the public of the project goals that align with the values our partnership developed. The project team will implement the same approach for the upcoming community meetings and continue partnering with CBOs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the Project supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region.

NEXT STEPS

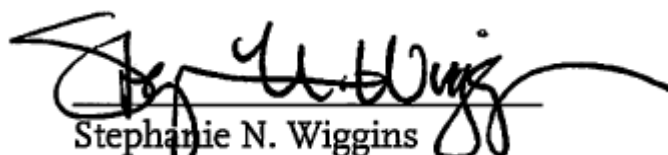
The next milestone for the project is the anticipated release of the Draft EIR in spring 2022 that would be followed by Public Hearings to be conducted during the formal Public Comment Period. In fall 2022, staff would present a review of all public comments and recommendation to the Board for the adoption of a Locally Preferred Alternative for the project. Community and stakeholder meetings are ongoing and will continue leading up to and including the public circulation and comment period for the Draft EIR. Planning staff and consultant teams will continue to actively seek federal funding opportunities for the build out of project or project elements.

ATTACHMENTS

Attachment A - Eastside Transit Corridor Phase 2 Initial Operating Segment Map

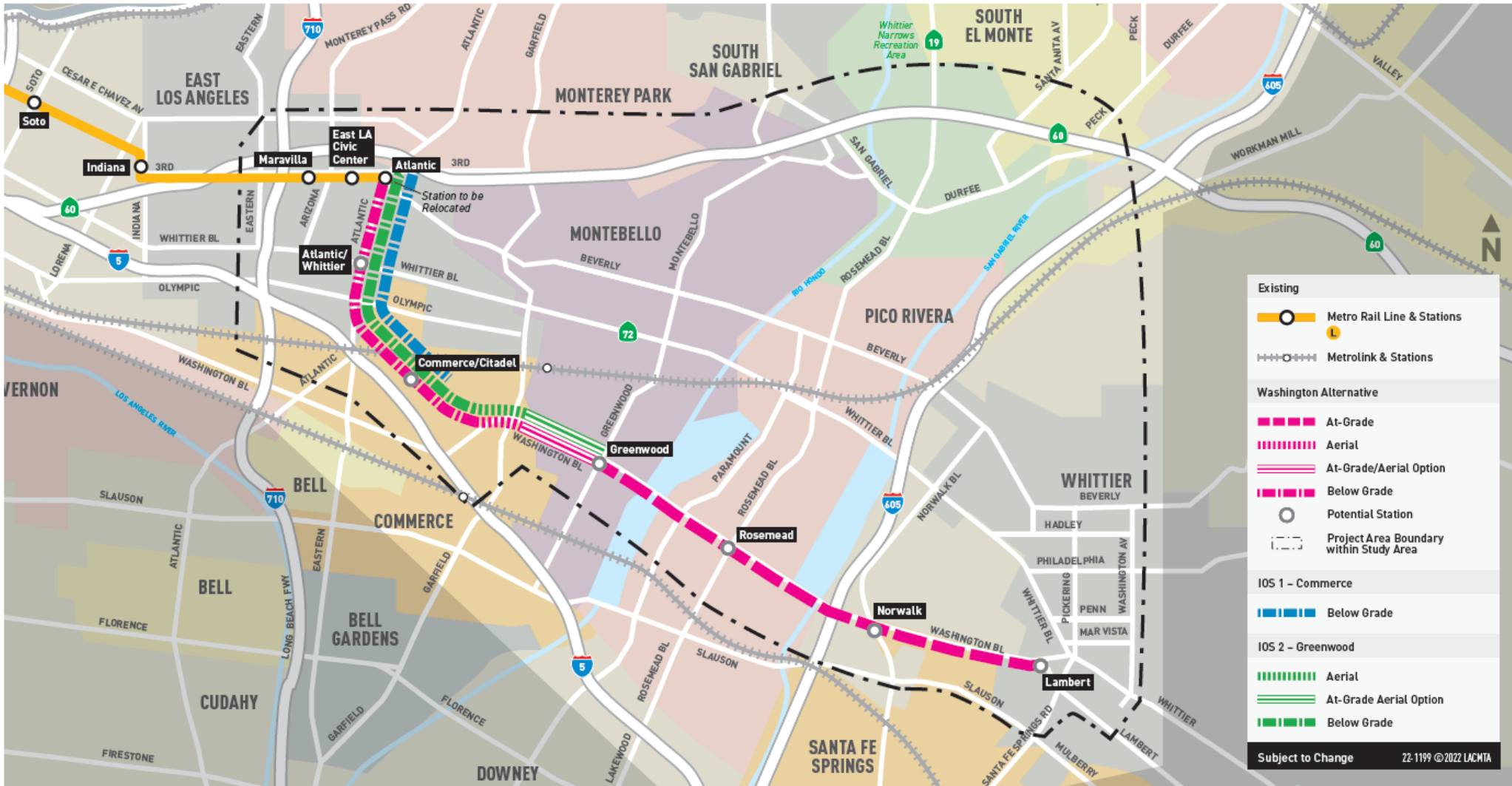
Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins
Chief Executive Officer

Eastside Transit Corridor Phase 2 Initial Operating Segments



An illustration of a Metro Rail train at a station platform. The train is yellow and black with 'Metro Rail' and 'Go Metro' written on it. The platform has several people walking, a cyclist, and a dog. The background shows a building and trees.

Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming Committee

February 16, 2022



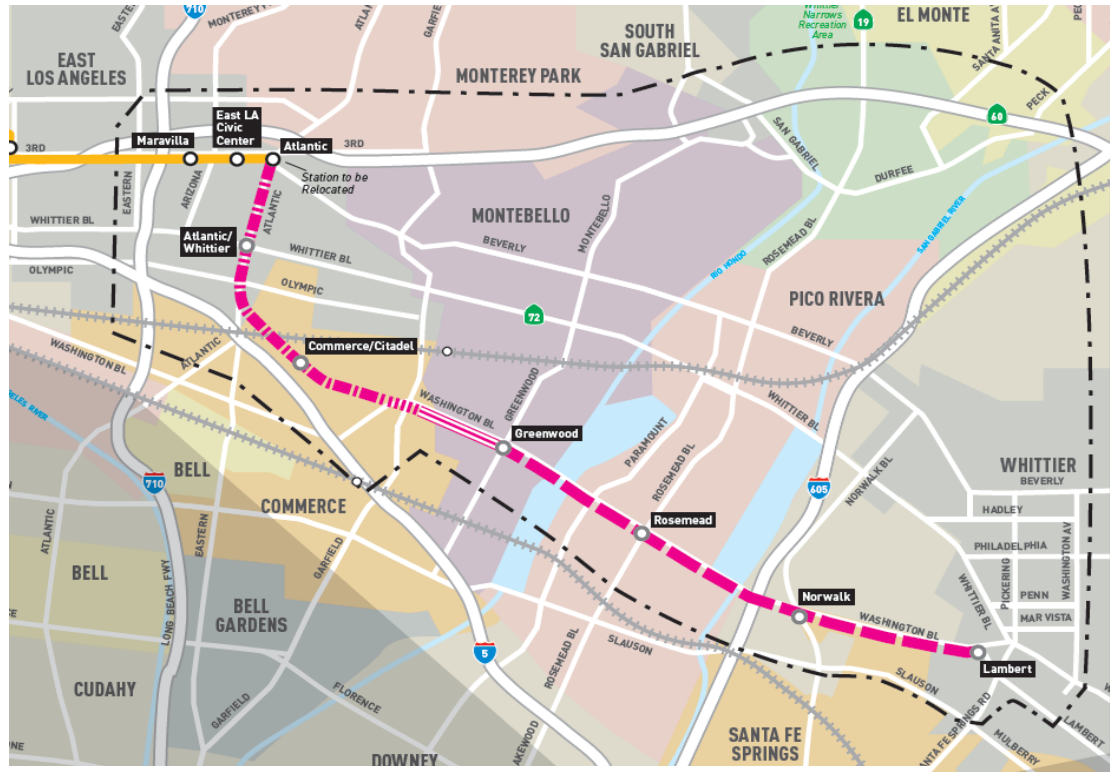
Metro

#2022-0010

Washington Alternative – Project Updates

Design Options:

- > **Atlantic/Pomona Station Options**
- > Baseline Covered Underground
- > Introduction Open Underground
- > East Los Angeles Focused Community Meeting (Nov 15)



- > **At-grade Greenwood Station and segment in the City of Montebello**
 - > Baseline Aerial Configuration
 - > Introduction of At-grade Configuration and Station
 - > Montebello Focused Community Meeting (Nov 16)
- > *A Corridor-wide Meeting (Nov 17) - Summarized all the information shared at the prior meetings*

Initial Operating Segments Criteria

- > Adhere to the Goals of the project by extending Metro's L (Gold) Line light rail system from the Atlantic Station.
- > Include a maintenance yard that can accommodate the full build-out of the project.
- > Provide an IOS terminus that could serve as an interim end-of-line station, including tail tracks, parking and systems facilities.
- > Allow for the full build-out of the selected project alternative.
- > Major origins/destinations
- > High activity and Equity Focused Communities

IOS-1 Commerce and IOS-2 Greenwood



Maintenance Storage Facility Options

Commerce MSF:

Capacity 100 LRV

Montebello MSF:

Capacity 120 LR

IOS-1 Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option

IOS-2 Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

Preliminary Cost Estimates

	Cost Estimate Range
Project	\$6.1 - \$6.5
IOS Commerce (Commerce MSF)	\$4.5 - \$5.0
IOS Greenwood (Commerce or Montebello MSF)	\$5.1 - \$5.3

Billions

Total cost (2021 dollars)

Cost do not include Atlantic/Pomona open station concept

Subject to change as the project design advances and detailed costs estimating progresses

- > Staff and consultant teams are actively seeking federal funding opportunities beyond New Starts for the project and/or elements of the project.
- > Potentially activate NEPA upon the selection of the Locally Preferred Alternative if federal funding has been identified.
- > Work with FTA to strategize the NEPA process to streamline reviews.

Next Steps

- > The design options will continue to be studied in the environmental document.

Follow up Community Engagement Efforts (scheduled for March)

- > Corridor wide project updates, general construction activities of the proposed project and IOSs.

Draft Environmental Impact Report (DEIR)

- > Community meetings will be held in advance of the release of the DEIR
- > Anticipated release of the DEIR in Spring/Summer 2022.
- > Public hearings will be schedule for public comment on the DEIR.



Board Report

File #: 2021-0797, **File Type:** Resolution

Agenda Number: 10.

**FINANCE, BUDGET AND AUDIT COMMITTEE
FEBRUARY 16, 2022**

**SUBJECT: PROPOSITION A AND PROPOSITION C COMMERCIAL PAPER/SHORT-TERM
BORROWING PROGRAMS**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit (“LOC”) with respect to the Proposition A (“Prop A”) commercial paper (“CP”) and short-term borrowing program, Attachment A; and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C (“Prop C”) revolving credit facility (“RCF”) and short-term borrowing program, Attachment B.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

ISSUE

The Prop A and Prop C Commercial Paper/Short-Term Borrowing programs have proven to be flexible, cost-effective methods of short-term financing for Metro’s capital program. The Prop A LOC provided by Barclays Bank PLC and the Prop C RCF with Wells Fargo Bank, N.A., expire in April 2022.

BACKGROUND

The Board established the Prop A short-term borrowing program in January 1991 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Under the Proposition A short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$350 million in CP notes. An LOC, which guarantees payment of the maturing CP Notes, is a required feature of the CP program.

The Board established the Prop C short-term borrowing program in June 1993 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received.

Under the Proposition C short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$150 million in CP notes or revolving credit obligations.

DISCUSSION

CP is a short-term debt instrument that can be issued with maturities from 1 to 270 days. As notes mature, new notes are simultaneously issued (i.e. “rolled over”). The LOC provides guaranteed liquidity to investors when their notes mature and are a required component of the program. Additionally, the LOC provides a safety net to Metro in the form of a term loan in the unlikely event the notes cannot be remarketed, protecting Metro from incurring an obligation to immediately repay the entire amount of maturing CP Notes using funds on hand. The CP will be backed by a subordinate pledge of 75% of Prop A sales tax revenues. Metro can issue either tax-exempt or taxable CP under the Prop A CP program. The borrowing costs under the CP program have been just under 1.00% over the past three years.

Under the Prop C RCF program, the selected bank will provide short-term revolving loans directly to Metro in an aggregate amount of up to \$150 million outstanding at any one time. The loans provided under the Prop C RCF will bear interest at variable interest rates based on an index of 80% of 1-month SOFR for tax-exempt loans and 100% of 1-month SOFR for taxable loans, plus the bank’s applicable fee. The Prop C RCF will be backed by a subordinate pledge of 80% of Prop C sales tax revenues. The borrowing costs for the Wells Fargo RCF have been approximately 1.80% over the past three years.

A request for proposals was sent to 19 banks by Metro’s municipal advisor, Backstrom McCarley Berry & Co. LLC (“BMcB”). Under Metro’s Debt Policy, the municipal advisor conducts a competitive process to select financial product providers, including letters of credit. The request for proposal required banks to have short-term ratings of at least P-1, A-1 or F-1 from at least two of the three following rating agencies: Moody’s Investors Service, Standard & Poor’s and Fitch Ratings, respectively to respond. Evaluation criteria included pricing, any rate penalties investors may impose on a particular bank, the status of a bank’s credit approval, and willingness to execute our form of agreement. Overall program objectives include low cost and maximizing access to borrowing capacity achieved through diversification of products and providers. Twelve proposals were received for commitment amounts ranging from \$100 million to \$350 million for both programs. The selection group was composed of Treasury staff and BMcB. The selection group ranked each proposer and recommended Bank of America, N.A. for the Prop A LOC and Bank of the West for the Prop C RCF, both for 3-year terms (See Attachment C).

Costs will vary depending on the amount of tax-exempt and taxable debt Metro issues under the Prop A and Prop C programs. Additional fees and interest may be incurred under certain extreme circumstances. None of Metro’s CP notes have failed to be remarketed to date.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Funding of \$11.5 million for the Prop A and Prop C programs are included in the FY2022 budget in Cost Center #0521, Treasury Non-Departmental, under project #610306, task 03.01 and project #611309, task 01 for Prop A and project #610307, task 03.01 for Prop C. The cost center manager and the Chief Financial Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding sources of Prop A and Prop C are eligible for bus & rail operations and capital projects.

EQUITY PLATFORM

Approval of this item will maintain liquidity support and/or borrowing capacity for Metro's Prop A and Prop C short-term borrowing programs that facilitate planned financing for Metro's capital program. At this time, there are no equity concerns anticipated due to this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal(s):

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

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommended credit support or facility for the Prop A CP or the Prop C RCF programs or could direct a reduction below the current capacity for each program. A reduction of the capacity of the programs would reduce our ability to quickly provide low cost, interim financing when needed. A decision to cancel the programs and not replace the letter of credit support or credit facility would result in the need to refund all of the outstanding short-term debt (\$97.5 million for Prop A and approximately \$30 million for Prop C) with a higher cost fixed rate financing. These alternatives are not recommended.

NEXT STEPS

- Negotiate final terms and conditions with the recommended banks.
- If satisfactory terms cannot be agreed upon with one or both of the recommended banks, negotiate with the next highest -ranked proposers for the applicable program (Prop A or Prop C, as applicable) to obtain the best combination of terms and pricing.
- Prepare agreements and documentation to implement the replacement LOC and RCF, including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, credit agreements, revolving obligation notes, supplemental trust agreements and offering memoranda.
- Obtain credit ratings for the CP notes based on the credit ratings of the selected bank.
- Execute documents prior to the expiration date of the current agreements in April of 2022.

ATTACHMENTS

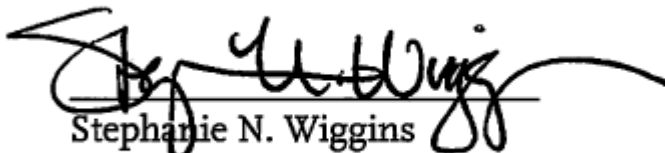
Attachment A - Proposition A Authorizing Resolution

Attachment B - Proposition C Authorizing Resolution

Attachment C - Bank Recommendation Summary

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



Stephanie N. Wiggins
Chief Executive Officer

Proposition A Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A REIMBURSEMENT AGREEMENT AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION A COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds, including but not limited to notes, to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 16 adopted August 20, 1980 ("Ordinance No. 16"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition A Tax"), and such tax was approved by the electors of the County on November 4, 1980; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition A Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such bonds and any premium, interest on such bonds and the costs of issuance of such bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted January 23, 1991 (the "1991 Authorizing Resolution"), authorized and implemented a program of commercial paper (the "Program") involving the issuance from time to time of the Second Subordinate Sales Tax Revenue Commercial Paper Notes, Series A (the "Notes") for the purpose of providing for the financing of the acquisition of real and personal property and the construction of the Public Transportation System, provided that the aggregate principal amount of Notes and Reimbursement Obligations (as defined in such 1991 Authorizing Resolution) outstanding at any time shall not exceed \$350,000,000; and

WHEREAS, the Notes and other obligations incurred in connection with the Program are issued under and secured by the Subordinate Trust Agreement, dated as of January 1, 1991 (the "Subordinate Agreement"), by and between the LACMTA (as successor to the Commission) and U.S. Bank Trust National Association, as successor to BancAmerica Trust Company, as successor to

Security Pacific National Trust Company (New York), as trustee (the “Trustee”); the First Supplemental Subordinate Trust Agreement, dated as of January 1, 1991, as amended (the “First Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Second Supplemental Subordinate Trust Agreement, dated as of January 1, 1994 (the “Second Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Third Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Third Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fourth Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Fourth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fifth Supplemental Subordinate Trust Agreement, dated as of May 1, 2004 (the “Fifth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Sixth Supplemental Subordinate Trust Agreement, dated as of September 24, 2009 (the “Sixth Supplemental Trust Agreement”); and the Seventh Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Seventh Supplemental Trust Agreement” and collectively with the Subordinate Agreement, the First Supplemental Trust Agreement, the Second Supplemental Trust Agreement, the Third Supplemental Trust Agreement, the Fourth Supplemental Trust Agreement, the Fifth Supplemental Trust Agreement and the Sixth Supplemental Trust Agreement, the “Trust Agreement”), by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has determined that it is necessary and desirable to have the Notes secured by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (a “Reimbursement Agreement,” or the “Reimbursement Agreements”) each between one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that sets forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, the Notes are currently secured by a Letter of Credit (the “Barclays Letter of Credit”) provided by Barclays Bank PLC (“Barclays”), in the stated amount of \$199,999,988, which expires on April 22, 2022; and

WHEREAS, Barclays issued the Barclays Letter of Credit pursuant to the Reimbursement Agreement, dated as of April 1, 2019, between the LACMTA and Barclays; and

WHEREAS, the LACMTA now desires to (a) replace the Barclays Letter of Credit with a Letter of Credit (the “BANA Letter of Credit”) to be provided by Bank of America, N.A. (“BANA”) in the stated amount of \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069), or (b) renew the Barclays Letter of Credit amount, and/or (c) replace the Barclays Letter of Credit with one or more new Letters of Credit to be issued by such other Letter of Credit Provider(s) or one or more Bank Products or Alternative Products to be provided by such financial institutions in a combined available amount not to exceed \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069) that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter of Credit and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on December 15, 2021 (each, an “Other Letter of Credit Provider”);

WHEREAS, so long as the Program is active, the LACMTA deems it necessary and desirable to have one or more Letters of Credit securing the payment of principal of and interest on the Notes as they mature from time to time; and

WHEREAS, Section 5922 of the Government Code of the State of California provides that in connection with, or incidental to, the issuance or carrying of bonds (which is defined to include notes) any public entity may enter into any contracts which the public entity determines to be appropriate to place the obligations represented by the bonds, in whole or in part, on the interest rate, cash flow or other basis desired by the public entity, including without limitation contracts providing for payments based on levels of, or changes in, interest rates or stock or other indices, or contracts to exchange cash flows or a series of payments, in each case to hedge payment, rate, spread or similar exposure, and may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; and

WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Reimbursement Agreements to be entered into in connection with, or incidental to, the Program, will reduce the amount and duration of interest rate risk with respect to the Notes and are designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in order to minimize debt service and maximize benefits to the LACMTA, the LACMTA will enter into one or more Reimbursement Agreements with Barclays, BANA, and/or such Other Letter of Credit Provider which will provide one or more Letters of Credit that will separately secure the payment of principal of and interest on certain designated Notes as issued and maturing from time to time, or the LACMTA will enter into one or more agreements for Bank Products or Alternative Products pursuant to the Bank RFP; and

WHEREAS, Barclays, BANA, and/or such Other Letter of Credit Provider will provide credit support for \$150,000,000 in aggregate principal amount of the Notes (which is only a portion of the \$350,000,000 authorized under the 1991 Authorizing Resolution); and

WHEREAS, forms of the following documents are on file with the Clerk of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the "Board"):

(a) a Letter of Credit Reimbursement Agreement (the "BANA Reimbursement Agreement"), that will be entered into by the LACMTA and BANA in connection with the issuance of the BANA Letter of Credit;

(b) a Fee Agreement (the "BANA Fee Agreement"), that will be entered into by the LACMTA and BANA;

(c) a Reimbursement Note (the "BANA Reimbursement Note" and collectively, with the BANA Reimbursement Agreement and the BANA Fee Agreement, the "Documents"), that will be executed and delivered by the LACMTA to evidence its reimbursement obligations under the BANA Reimbursement Agreement and the BANA Fee Agreement; and

(d) a Commercial Paper Offering Memorandum (the "Offering Memorandum"), to be used in connection with the offer and sale of the Notes; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents are subject to

modification to reflect the various details applicable to the Program and the Notes and the results of negotiation with BANA (or Barclays or an Other Letter of Credit Provider, as the case may be); and

WHEREAS, in the event the LACMTA decides that it is in its best interests to renew the Barclays Letter of Credit or replace such Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of Credit Provider(s) other than BANA, the LACMTA will (a) enter into one or more Reimbursement Agreements with the Other Letter of Credit Provider(s), (b) will enter into one or more fee agreements with the Other Letter of Credit Provider(s), (c) execute and deliver one or more reimbursement notes relating to such Reimbursement Agreement or Agreements, and (d) revise and deliver the Offering Memorandum relating to such Letters of Credit and Other Letter of Credit Provider(s); and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The foregoing recitals are true and correct and the LACMTA so finds and determines.

Section 2. Approval of Documents; Authorization for Execution. The LACMTA hereby approves the appointment of BANA and/or Barclays and/or such Other Letter of Credit Provider selected and appointed by a Designated Officer (as defined below), as the providers of the Letters of Credit (in a combined stated amount of up to \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069)) with respect to the Program and the Notes. The form, terms and provisions of the Documents are in all respects approved and the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a “Designated Officer”), and any one or more thereof, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Documents including counterparts thereof, in the name and on behalf of the LACMTA. The Documents, as executed and delivered, shall be in substantially the forms now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board’s approval of any and all changes or revisions therein from the forms of the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Documents.

If a Designated Officer determines that it is in the LACMTA’s best interests to replace the Barclays Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of Credit Provider(s), instead of BANA, the Designated Officers are hereby authorized to (a) (i) enter into one or more Reimbursement Agreements with one or more Other Letter of Credit Provider(s) (each an “Alternate Reimbursement Agreement”), (ii) enter into one or more fee agreements with one or more Other Letter of Credit Provider(s) (each an “Alternate Fee Agreement”) and (iii) execute and deliver one or more reimbursement notes (each an “Alternate Reimbursement Note”) or (b) enter into

documents relating to a Bank Product or Alternate Product pursuant to the Bank RFP (each an “Alternate Product,” and collectively with the Alternate Reimbursement Agreement, the Alternate Fee Agreement and the Alternate Reimbursement Note, the “Alternate Documents”). The Alternate Documents, as executed and delivered, may be substantially similar to the forms of the Documents now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board’s approval of any and all changes or revisions therein from the forms of the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with BANA, Barclays, and/or such Other Letter of Credit Provider pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA’s cost of borrowing for the Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into a Reimbursement Agreement with BANA, Barclays, and/or such Other Letter of Credit Provider unless (a) such Reimbursement Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing when used in combination with the issuance of the Notes, (b) the term of such Reimbursement Agreement or Alternate Product does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Reimbursement Agreements shall be payable solely and exclusively from Net Pledged Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Reimbursement Agreements entered into in accordance with this Resolution and consistent with the requirements set forth herein is designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Notes.

Section 3. Offering Memorandum. The distribution by any of the Dealers of an Offering Memorandum in connection with the offering and sale of the Notes from time to time in substantially the form on file with the Clerk of the Board and made available to the Board, with such changes therein as shall be approved by a Designated Officer, is hereby authorized and approved. Each Offering Memorandum so distributed shall first be approved by a Designated Officer pursuant to the terms of the Dealer Agreements. The Dealers are hereby authorized to distribute Offering Memoranda in final form to market the Notes from time to time, and are hereby authorized to distribute copies of the LACMTA’s most recent annual audited financial statements and such other financial statements of the LACMTA as a Designated Officer shall approve.

Section 4. Additional Authorization. The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Documents and/or the Alternate Documents and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Documents and/or the Alternate Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Documents and the delivery of the BANA Letter of Credit and/or the execution and delivery of the Alternate Documents and/or the

issuance of a new Letter of Credit by an Other Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the Notes. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 5. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 6. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on February 24, 2022.

By _____
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

Dated: _____, 2022

Proposition C Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF ONE OR MORE REVOLVING CREDIT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C REVOLVING OBLIGATIONS, THE EXECUTION AND DELIVERY OF ONE OR MORE REIMBURSEMENT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue indebtedness and securities of any kind or class, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other obligations ("Bonds"), to finance and refinance the acquisition, construction, rehabilitation or equipping of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition C Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any Bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such Bonds and any premium, interest on such Bonds and the costs of issuance of such Bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted June 23, 1993 (the "1993 CP Authorizing Resolution"), authorized and implemented a commercial paper program (the "CP Program") involving the issuance, from time to time, of the Subordinate Proposition C Sales Tax Revenue Commercial Paper Notes, Series A (the "CP Notes") for the purpose of providing for the financing of the acquisition and construction of the Public Transportation System, provided that the aggregate principal amount of CP Notes and Reimbursement Obligations (as defined in the 1993 CP Authorizing Resolution) outstanding at any time shall not exceed \$150,000,000; and

WHEREAS, the CP Notes and other obligations incurred in connection with the CP Program are issued under and secured by the Subordinate Trust Agreement, dated as of June 1, 1993 (the “Subordinate Trust Agreement”), by and between the LACMTA and U.S. Bank National Association, as successor to Bank of America National Trust and Savings Association, as trustee (the “Trustee”), and the First Supplemental Subordinate Trust Agreement, dated as of June 1, 1993 (the “Original First Supplemental Subordinate Trust Agreement”), by and between the LACMTA and the Trustee, as amended by Amendment No. 1 to First Supplemental Subordinate Trust Agreement, dated as of October 16, 1995 (the “First Amendment”), by and between the LACMTA and the Trustee, Amendment No. 2 to First Supplemental Subordinate Trust Agreement, dated as of July 1, 1996 (the “Second Amendment”), by and between the LACMTA and the Trustee, Amendment No. 3 to First Supplemental Subordinate Trust Agreement, dated as of June 1, 1998 (the “Third Amendment”), by and between the LACMTA and the Trustee, Amendment No. 4 to First Supplemental Subordinate Trust Agreement, dated as of May 1, 2002 (the “Fourth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 5 to First Supplemental Subordinate Trust Agreement, dated as of January 1, 2008 (the “Fifth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 6 to First Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Sixth Amendment” and collectively with the Original First Supplemental Subordinate Trust Agreement, the First Amendment, the Second Amendment, the Third Amendment, the Fourth Amendment, the Fifth Amendment and the Sixth Amendment, the “First Supplemental Subordinate Trust Agreement”), the Second Supplemental Subordinate Trust Agreement, dated as of April 1, 2013 (the “Second Supplemental Subordinate Trust Agreement”), the Third Supplemental Subordinate Trust Agreement, dated as of March 1, 2016 (the “Third Supplemental Subordinate Trust Agreement”), and the Fourth Supplemental Subordinate Trust Agreement, dated as of April 1, 2019 (the “Fourth Supplemental Subordinate Trust Agreement” and together with the Subordinate Trust Agreement, the First Supplemental Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, and the Third Supplemental Subordinate Trust Agreement, the “Existing Subordinate Trust Agreement”), each by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has previously determined that it is necessary and desirable to have the CP Notes secured by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (a “Reimbursement Agreement,” or the “Reimbursement Agreements”) each between the LACMTA and one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that sets forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, currently, no CP Notes are outstanding; and

WHEREAS, Section 5922 of the Government Code of the State of California provides that in connection with, or incidental to, the issuance or carrying of bonds (which is defined to include notes) any public entity may enter into any contracts which the public entity determines to be appropriate to place the obligations represented by the bonds, in whole or in part, on the interest rate, cash flow or other basis desired by the public entity, including without limitation contracts providing for payments based on levels of, or changes in, interest rates or stock or other indices, or contracts to exchange cash flows or a series of payments, in each case to hedge payment, rate, spread or similar exposure and may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; and

WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Reimbursement Agreement(s) to be entered into in connection with, or incidental to, the CP Program, will reduce the amount and duration of interest rate risk with respect to CP Notes issued under the CP Program and are designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with such CP Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in addition to the authority to issue CP Notes, pursuant to the terms of the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement, the LACMTA is authorized to issue and/or incur, from time to time, Subordinate Obligations in the form of Subordinate Proposition C Sales Tax Revenue Revolving Obligations (the “Subordinate Revolving Obligations”); and

WHEREAS, the Subordinate Revolving Obligations are issued and/or incurred in the form of one or more revolving lines of credit (a “Revolving Line of Credit”) provided by one or more providers of such Revolving Lines of Credit (a “Line of Credit Provider”); and

WHEREAS, a Revolving Line of Credit (the “Existing Revolving Line of Credit”) is currently provided by Wells Fargo Bank, National Association (“Wells Fargo”) pursuant to the Second Amended and Restated Revolving Credit Agreement, dated as of April 1, 2019, by and between the LACMTA and Wells Fargo, which is scheduled to expire on April 24, 2022; and

WHEREAS, the LACMTA now desires to replace the Existing Revolving Line of Credit with either (i) a replacement Revolving Line of Credit with Bank of the West (“BOTW”), or (ii) one or more replacement Revolving Lines of Credit to be provided by such other Line of Credit Provider(s) that may be selected by the LACMTA from the pool of respondents pursuant to the Bank RFP (defined below) (each, an “Other Line of Credit Provider”), or (iii) CP Notes secured by one or more Letters of Credit, pursuant to one or more Reimbursement Agreements with one or more Letter of Credit Providers that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on December 15, 2021; and

WHEREAS, the replacement Revolving Line of Credit (the “Replacement Revolving Line of Credit”) will be provided to the LACMTA by BOTW or such Other Line of Credit Provider, as applicable, pursuant to a revolving credit agreement (each, a “Credit Agreement”) to be entered into by and between the LACMTA and BOTW or such Other Line of Credit Provider, as applicable, whereby the LACMTA will be allowed to request Advances (as defined in the applicable Credit Agreement), from time to time, in an aggregate principal amount not to exceed \$150,000,000 at any one time outstanding to finance or refinance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation or equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA); and

WHEREAS, the Advances, the Revolving Loans (as defined in the applicable Credit Agreement) and the Term Loans (as defined in the applicable Credit Agreement) will be incurred

pursuant to the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement (as amended, including as amended by the Fifth Supplemental Subordinate Trust Agreement, as defined below) and the applicable Credit Agreement; and

WHEREAS, the obligations incurred by the LACMTA pursuant to the terms of the Credit Agreement (including, but not limited to, the Advances, the Revolving Loans and the Term Loans) will be limited obligations of the LACMTA, secured by, and payable from, Net Pledged Revenues and such other funds and accounts as provided in the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement and will be evidenced by one or more promissory notes; and

WHEREAS, the Advances, the Revolving Loans and the Term Loans may be incurred under the Credit Agreement whereby the interest paid by the LACMTA on such Advances, Revolving Loans and Term Loans may be (i) excluded from the gross income of the recipients thereof under the varying provisions of the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder or related thereto (collectively, the “Code”) and/or (ii) included in the gross income of the recipients thereof under the Code; and

WHEREAS, forms of the following documents are on file with the Clerk of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the “Board”) with respect to the Replacement Revolving Line of Credit:

(a) a Fifth Supplemental Subordinate Trust Agreement (the “Fifth Supplemental Subordinate Trust Agreement”) by and between the LACMTA and the Trustee, which among other things, further amends the Second Supplemental Subordinate Trust Agreement;

(b) a Revolving Credit Agreement (the “BOTW Credit Agreement”), to be entered into by the LACMTA and BOTW, in connection with the Replacement Revolving Line of Credit; and

(c) a Tax-Exempt Note and a Taxable Note (the “BOTW Revolving Obligation Notes,” and together with the BOTW Credit Agreement, the “Revolving Obligations Documents”), that will be executed and delivered by the LACMTA to evidence its payment and reimbursement obligations under the BOTW Credit Agreement; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Subordinate Revolving Obligations and the Replacement Revolving Line of Credit; and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the LACMTA will (i) enter into a Reimbursement Agreement with the Letter of Credit Provider, (ii) enter into a fee agreement with the Letter of Credit Provider and (iii) execute and deliver a reimbursement note relating to such Reimbursement Agreement; and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of BOTW, the LACMTA will (i) enter into a Credit Agreement with the Other

Line of Credit Provider and (ii) execute and deliver tax-exempt and taxable notes relating to such Credit Agreement; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Subordinate Trust Agreement, the First Supplemental Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, and the Fifth Supplemental Subordinate Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings.

(a) The foregoing recitals are true and correct and the LACMTA so finds and determines.

(b) The issuance and/or incurrence of the Subordinate Revolving Obligations, from time to time, and the payment of certain costs related thereto, if determined by a Designated Officer (as hereinafter defined) to be in the best interest of the LACMTA, are in the public interest.

Section 2. Issuance and/or Incurrence and Terms of Subordinate Revolving Obligations. For the purposes set forth in the foregoing recitals, the LACMTA is hereby authorized to (a) issue and/or incur, from time to time, the Subordinate Revolving Obligations in the form of the Replacement Revolving Line(s) of Credit to be provided by BOTW or such Other Line of Credit Provider, as applicable, pursuant to one or more Credit Agreements (including the BOTW Credit Agreement or the Alternate Credit Agreement (as hereinafter defined)), provided that the aggregate principal amount of all Subordinate Revolving Obligations outstanding at any time shall not exceed \$150,000,000, and (b) incur the other Obligations (as defined in the applicable Credit Agreement) under each Credit Agreement, the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and Fifth Supplemental Subordinate Trust Agreement. The commitment by BOTW or such Other Line of Credit Provider to make Advances under the applicable Credit Agreement shall have a term not less than two years from the date of execution of the applicable Credit Agreement unless such date is earlier terminated pursuant to the terms of the applicable Credit Agreement or extended, reduced or rescinded by a subsequent resolution of the LACMTA (and approved by BOTW or such Other Line of Credit Provider, as applicable). The outstanding principal amount of each Revolving Loan and each Term Loan shall bear interest at the interest rates set forth in each Credit Agreement. Notwithstanding anything to the contrary in the previous sentence or the provisions of this Resolution, interest payable by the LACMTA on any Revolving Loan or Term Loan shall not exceed the Maximum Rate (as defined in the applicable Credit Agreement); provided, however, if the rate of interest calculated in accordance with the terms of each Credit Agreement exceeds the Maximum Rate, interest at the rate equal to the difference between the rate of interest calculated in accordance with the terms of the applicable Credit Agreement and the Maximum Rate shall be deferred until such date as the rate of interest calculated in accordance with the terms of the applicable Credit Agreement ceases to exceed the Maximum Rate, at which time the LACMTA shall pay BOTW or such Other Line of Credit Provider, as applicable, the deferred interest as provided in the applicable Credit Agreement.

The Revolving Lines of Credit are being obtained to provide funds, from time to time, to finance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation and equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA).

The LACMTA shall be obligated to repay BOTW or such Other Line of Credit Provider, as applicable, for all Advances, Revolving Loans and Term Loans and pay all Obligations owed to BOTW or such Other Line of Credit Provider, as applicable, and such Advances, Revolving Loans, Term Loans and Obligations shall be payable, both with respect to interest and principal as provided for in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, each Credit Agreement and the BOTW Revolving Obligation Notes and the Alternate Revolving Obligation Notes (as hereinafter defined, and together with the BOTW Revolving Obligation Notes, the “Subordinate Revolving Obligation Notes”). The Advances, the Revolving Loans and the Term Loans may be incurred under each Credit Agreement whereby the interest paid by the LACMTA on such Revolving Loans and Term Loans is excluded from gross income for federal income tax purposes or not excluded or part excluded and part not excluded in such combination as is acceptable to the Designated Officer authorizing the same.

The terms of each Advance shall, consistent with this Resolution and the Second Supplemental Subordinate Trust Agreement, be set forth in a Request for Advance and Revolving Loan (as described in the applicable Credit Agreement) delivered to BOTW or such Other Line of Credit Provider, as applicable, by a Designated Officer.

Section 3. Pledge to Secure the Advances, the Revolving Loans, the Term Loans, the Notes and the Obligations – Subordinate Revolving Obligations. The LACMTA hereby approves the pledge to secure the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Obligations as set forth in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, each Credit Agreement and the Subordinate Revolving Obligation Notes.

Section 4. Limited Obligations; Subordinate Obligations – Subordinate Revolving Obligations. The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall be limited obligations of the LACMTA, secured by, have a lien on and be payable from, Net Pledged Revenues and from the funds and accounts held by the Trustee and the LACMTA under the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement, as and to the extent therein described. The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide, including, but not limited to, proceeds of additional borrowings for such purpose and any applicable state or federal grants received by the LACMTA.

The Subordinate Revolving Obligations shall be issued, from time to time, as Subordinate Obligations as provided for in Section 2.09 of the Subordinate Trust Agreement.

The Obligations (other than Reimbursement Obligations (as defined in the applicable Credit Agreement) and payment of principal of and interest on the Subordinate Revolving Obligation Notes) shall be secured by and have a lien on Net Pledged Revenues junior and subordinate in all respects to the liens on, security interest in and pledges of the Net Pledged Revenues granted to the Subordinate Obligations (including, but not limited to, the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement)).

Section 5. Approval of Revolving Obligations Documents; Authorization for Execution - Subordinate Revolving Obligations. The LACMTA hereby approves the appointment of BOTW, or such Other Line of Credit Provider selected and appointed by a Designated Officer, as the provider of the Revolving Line of Credit with respect to the Subordinate Revolving Obligations. The form, terms and provisions of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents are in all respects approved and any one or more of the Designated Officers, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, including counterparts thereof, in the name and on behalf of the LACMTA. The Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, as executed and delivered, shall be generally in the forms now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents.

If a Designated Officer determines that it is in the LACMTA's best interests to replace the Wells Fargo Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of by the BOTW, the Designated Officers are hereby authorized to (a) enter into a Credit Agreement with the Other Line of Credit Provider that is substantially similar to the form of the BOTW Credit Agreement (an "Alternate Credit Agreement") now on file with the Clerk of the Board and made available to the Board and approved above, and (b) execute and deliver tax-exempt and taxable notes that are substantially similar to the form of the BOTW Revolving Obligation Notes (the "Alternate Revolving Obligation Notes" and together with the Alternate Credit Agreement, the "Alternate Revolving Obligations Documents") now on file with the Clerk of the Board and made available to the Board and approved above. The Alternate Revolving Obligations Documents, as executed and delivered, shall be substantially similar to the forms of the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Revolving Obligations Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute

all such documents as may be necessary to carry out and comply with the provisions of the Alternate Revolving Obligations Documents.

Section 6. Trustee, Paying Agent and Registrar – Subordinate Revolving Obligations. U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Subordinate Revolving Obligations. Such appointments shall be effective upon the adoption of this Resolution and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 7. Designated Representatives – Subordinate Revolving Obligations. The Board hereby appoints the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA (the “CEO”), the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance, any Deputy Executive Officer, Finance, any Assistant Treasurer of the LACMTA, or any such officer serving in an acting or interim capacity and any other persons the CEO may designate to serve, as “Designated Officers” of the LACMTA under the terms of this Resolution, the Second Supplemental Subordinate Trust Agreement and each Credit Agreement. The Designated Officers are, and each of them is, hereby authorized and are hereby directed to perform those duties set forth in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, including, without limitation, the execution of a Request for Advance and Revolving Loan (as described in the applicable Credit Agreement). The Designated Officers are, and each of them is, also authorized to make representations, certifications and warranties in connection with implementing and obtaining the Revolving Lines of Credit and the issuance and/or incurrence of Advances, Revolving Loans and Term Loans as and when required in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, and the certifications and agreements relating to the federal tax exemption with regards to certain advances. The Designated Officers are hereby further authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents.

Section 8. Authorized Authority Representative – Subordinate Revolving Obligations. The Board hereby designates the Designated Officers, as an Authorized Authority Representative for all purposes under the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and each Credit Agreement and with respect to the Subordinate Revolving Obligations, the Revolving Lines of Credit, the Advances, the Revolving Loans, the Term Loans and the Subordinate Revolving Obligation Notes. Such appointments shall remain in effect until modified by resolution.

Section 9. Additional Authorization – Subordinate Revolving Obligations. Each Designated Officer and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement, the Revolving Obligations Documents or the Alternate Revolving Obligations Documents and to carry out the terms thereof. Each Designated Officer, each Designated Representative and all officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution, the Existing Subordinate Trust Agreement, the Fifth

Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents or to evidence the same authority and its exercise. The foregoing authorization includes, but is in no way limited to, authorizing LACMTA staff to pay costs of issuance of implementing and obtaining the Revolving Lines of Credit and fees and costs of BOTW or such Other Line of Credit Provider, as applicable, authorizing the investment of the proceeds of the Advances in one or more of the permitted investments provided for under the Existing Subordinate Trust Agreement, and authorizing the execution by a Designated Officer, or any one of them, of one or more tax compliance certificates as required by the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents for the purpose of complying with the rebate requirements of the Code. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 10. Approval of Alternate CP Documents. If a Designated Officer determines that it is in the LACMTA's best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the Designated Officers are hereby authorized to (i) enter into a Reimbursement Agreement with the Letter of Credit Provider (an "Alternate Reimbursement Agreement"), (ii) enter into a fee agreement with the Letter of Credit Provider (an "Alternate Fee Agreement"), and (iii) execute and deliver a reimbursement note (the "Alternate Reimbursement Note," and collectively with the Alternate Reimbursement Agreement and the Alternate Fee Agreement, the "Alternate CP Documents"). The Alternate CP Documents, as executed and delivered, shall be in such form as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all provisions therein consistent with this Resolution; and from and after the execution and delivery of the Alternate CP Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate CP Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with any such Letter of Credit Provider pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA's cost of borrowing for the CP Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into an Alternate Reimbursement Agreement with such Letter of Credit Provider unless (a) such Alternate Reimbursement Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing when used in combination with the issuance of the CP Notes, (b) the term of such Alternate Reimbursement Agreement does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Alternate Reimbursement Agreement shall be payable solely and exclusively from Net Pledged Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Alternate Reimbursement Agreement entered into in accordance with this Resolution and consistent with the requirements set forth herein is designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the CP Notes.

Section 11. Additional Authorization – CP Program. The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Alternate CP Documents and to carry out the terms thereof. The Designated Officers

and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Alternate CP Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Alternate CP Documents and the issuance of a Letter of Credit by a Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the CP Notes. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 12. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 13. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on February 24, 2022.

By _____
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

Dated: _____, 2022

Bank Recommendation Summary

Proposer	Maximum Principal Commitment	Estimated First Year Cost*	Total Estimated Costs*
Letter of Credit			
Bank of America, N.A.	\$350,000,000	\$1,307,950	\$3,833,850
Barclays Bank PLC	\$200,000,000	\$1,323,500	\$3,890,500
Citigroup Global Markets, Inc.	\$100,000,000	\$1,468,500	\$4,295,500
JP Morgan Chase Bank, N.A.	\$200,000,000	\$1,735,000	\$5,115,000
Sumitomo Mitsui Banking Corporation	\$200,000,000	\$1,325,000	\$3,885,000
UBS	\$100,000,000	\$1,325,770	\$3,872,770
Revolving Credit Facility			
Bank of America, N.A.	\$150,000,000	\$1,178,269	\$3,434,808
Bank of the West	\$150,000,000	\$1,060,500	\$3,081,500
City National Bank	\$150,000,000	\$1,079,519	\$3,138,558
JP Morgan Chase Bank, N.A.	\$150,000,000	\$1,685,625	\$4,956,875
US Bank	\$150,000,000	\$1,113,984	\$3,241,951
Wells Fargo	\$150,000,000	\$1,165,500	\$3,426,500

Targeted firms are shown in bold.

Letter of Credit

Industrial and Commercial Bank of China and **TD Securities** pricings are not listed as they were provided for the Proposition C program only. Staff does not recommend a LOC facility for the Proposition C program.

Revolving Credit Facility

US Bank pricing is based on their proposed three-and-one-half year tenor as they did not provide three-year pricing.

*All Costs are based on a standardized assumption of a \$100,000,000 facility with provided pricing for a three-year tenor when available.



Board Report

File #: 2022-0025, File Type: Motion / Motion Response

Agenda Number: 26.

REVISED
CONSTRUCTION COMMITTEE
FEBRUARY 17, 2022

SUBJECT: LOCAL SMALL BUSINESS PREFERENCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the report back to Motion 31 on a Local Small Business Enterprise (LSBE) Program; and
- B. AUTHORIZING the CEO to implement a three-year Pilot LSBE Preference Program inclusive of Five Point Preference Incentive for negotiated procurements.

DUPONT-WALKER AMENDMENT:

- A. Report back in August 2022 on how Metro can encourage greater than 30% LBSE participation for proposers that do not meet the LSBE criteria as a prime but subcontract to LBSE eligible businesses, either through additional preference credits beyond the five points offered by the pilot or providing further incentives in the procurement process; and
- B. Request Metro to conduct an external audit no later than one year into the pilot to ensure eligible small businesses are meeting the stated eligibility requirement of being headquartered in LA County for at least 6 months.

ISSUE

On October 21, 2021, the Board passed Motion 31 (Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl) requesting a report back in February 2022 on a Local Small Business Enterprise Program.

BACKGROUND

As LA County emerges from the COVID-19 pandemic, it is important to support local small businesses to ensure a clear path to economic recovery. Metro has a vested interest in leveraging,

to the greatest extent possible, the millions of dollars we pay to contractors to build, operate, and plan transportation projects for the benefit of LA County small businesses and its residents.

In May 2021, the US Department of Transportation (DOT) authorized a four-year pilot program allowing agencies like Metro to use Federal dollars for local hire, to target these resources for workforce development in the communities where our transportation projects are being built.

To support similar efforts on the contracting side and to promote local small business participation, staff via this motion has been asked to research small business local preference requirements and how they can be integrated into Metro’s contracting program. Doing this involves changes to Metro policies and State and Federal laws and regulations. This report provides a summary of staff’s benchmarking of National local preference programs, as well as Metro specific recommendations.

Implementation of a small business local preference initiative is in addition to Metro’s already implemented Disadvantaged Business Enterprise (DBE), Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) programs, the Medium-Size Business Enterprise (MSZ) and Small Business Prime (Set-Aside) programs, the Contracting Outreach and Mentoring Program (COMP) and Certification Initiatives.

DISCUSSION

Staff reviewed the feasibility of establishing a local small business preference program. The program must be race and gender-neutral, in accordance with state law (Proposition 209), which prohibits state governmental institutions from considering race, sex, or ethnicity, specifically in the areas of public employment, public contracting, and public education. In addition, the program must have a rational basis supported by a legitimate government purpose. For Metro, this means strengthening the local economy and maximizing contracting opportunities that increase capacity and growth of local small and historically under-utilized businesses within the communities in which Metro’s transportation projects are being built. The following responses to the Motion support the recommendations for a local small business preference program.

A. Survey local preference best practices nationally and make recommendations for local preference.

To evaluate a recommendation for Local Preference in small business contracting, staff benchmarked the application of Local Small Business Preference programs in contracting by sixteen (16) national, regional, and local transportation, county and city public agencies. In addition to eligibility, staff considered the preference incentives, contract thresholds, and program applicability. Six (6) of the sixteen (16) agencies benchmarked did not have a local preference program (DART, Sound Transit, LAUSD, Santa Clara VTA, CTA, and SBCTA).

The following matrix includes the results of the benchmarking survey:

Agency	Preference / Incentive	Contract Threshold	Applicability (RFP/IFB)
City of Los Angeles	8%	<\$150,000	RFP/IFB

LAWA	10%	≤\$100,000	RFP/IFB
Bay Area Rapid Transit (BART)	7% or 5% (based on funding)	>\$10,000,000	RFP/IFB
SF International Airport	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
County of Los Angeles	15%	>\$5,000	RFP/IFB
SFMTA	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City and County of San Francisco	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City of Houston	2.5%	<\$100,000	RFP/IFB
County of San Bernardino	5%	≤ \$60K	RFP/IFB
City of San Diego	2%	>\$50,000	RFP/IFB

Only two transportation authorities had established a small local business enterprise preference program (BART and SFMTA) along with three airports (LAWA, San Francisco and San Diego Airports). The remaining local preference programs were established by local city and county governments with a wide array of criteria in terms of applicability. The standard preference incentives across all programs reviewed was a bid discount for Invitation to Bid (IFB) or evaluation points for Request for Proposals (RFP). Preference percentages ranged from 2% to 15%, depending on the funding source, dollar value or prime/subcontractor classification. Across all programs, 5% was the most common preference incentive.

Additionally, staff analyzed awards to Metro certified small businesses with zip codes within the City and County of Los Angeles and outside Los Angeles County from 2015 through December 2021. The awarded data reported is based on contracts tracked by Metro DEOD and does not represent Metro’s total spend.

Location	Total # of Contracts Awarded to Certified SBE Firms	Total # of \$'s Awarded to Certified SBE Firms	Total % of \$'s Awarded to Certified SBE Firms (rounded)	Total # of SBE Certified Firms that Received Contract Awards
City of Los Angeles	380	\$124,810,896	13%	147
County of Los Angeles	887	\$403,325,805	42%	378
Outside LA County	1101	\$425,342,375	45%	416
Total	2368	\$953,479,076	100%	941

Based on this data, and Metro’s geographic jurisdiction, it is recommended that the County of Los Angeles represent the boundary of Metro’s local small business preference program.

Certification Benchmarking

Metro staff conducted an analysis of several local and regional agencies to see which have a Local Preference certification program in place. Agencies surveyed included the following: The City of Los Angeles, Los Angeles World Airports (LAWA), The County of Los Angeles, Los Angeles Unified School District, Los Angeles Community College District, Metrolink, Metropolitan Water District, OmniTrans, The County of San Bernardino, and the U.S. Small Business Administration. Of the agencies surveyed, Metro found that the City of Los Angeles together with LAWA and the County of Los Angeles are the only agencies within the County of Los Angeles that have a Local Preference program.

The County of San Bernardino offers a Local Preference Program. In order to qualify, the firm's headquarters is required to be located within the County of San Bernardino and demonstrate they have been open and established for at least six months prior to the issuance of the solicitation. SBCTA and OmniTrans do not have a Local Business Preference Program.

The City of LA/LAWA offers two local preference certifications: Local Business Preference Program (LBE) certification and Local Small Business Enterprise (LSBE) certification. To qualify, firms must have a workspace within LA County and must be in compliance with all applicable laws relating to licensing and is not delinquent on any Los Angeles City or Los Angeles County taxes.

Firms must also be able to demonstrate one of the following:

- a) At least 50 percent of its full-time employees perform work within the boundaries of the County on at least 60 percent of their total hours worked on an annual basis; or
- b) It is headquartered in the County of Los Angeles. Headquartered means that the business physically conducts and manages all of its operations from a location in the County.

The Local Business Preference Program certification through the City of LA/LAWA does not require firms to be Small Business Enterprise (SBE) certified in order to qualify, however, the Local Small Business Enterprise certification offered does. The City of LA/LAWA recognizes and accepts a firm's Metro SBE certification, along with SBE certification from other agencies including DGS' Small Business certification, when applying for their LSBE program.

The County of Los Angeles offers LSBE certification which requires firms to be SBE certified prior to applying for LSBE certification. The business must meet the following criteria:

- Independently owned and operated and not dominant in its field of operation.
- The firms principal place of business is to be in Los Angeles County for at least the last 12 months.
- The owners (officers in the case of a corporation) must live in California and with its affiliates, be either:
 - A business with 100 or fewer employees and average annual gross receipts of \$15 million or less over the last three years.
 - A manufacturer with 100 or fewer employees.

The County of LA recognizes and accepts a firm's Metro SBE certification, along with DGS' Small Business certification, when applying for their LSBE program.

B. Evaluate and recommend changes to Metro policies regarding advancing local

preference in small, medium, and disadvantaged business contracting.

Local Preference Recommendation

Staff recommends a 5-point, three-year Pilot Local Small Business Enterprise (LSBE) Preference program on non-federally funded negotiated procurements equal to or in excess of one-hundred thousand dollars (\$100,000) with SBE/DVBE goals.

Negotiated Procurement

Action Type RFP	Threshold Level	Preference (Maximum)	Preference Type	Applicable to Federally Funded Acquisition	Applicable to Non-Federally Funded (State/Local) Acquisitions
Negotiated procurements for, Supplies, Equipment Materials and Services, including professional services	≥\$100,000	5	Evaluation Points (Bonus Points)	RFP	RFP
				No	Yes

LSBE Preference Application

- SBE Proposers that meet the LSBE criteria as a prime will receive a 5 point preference credit added to their evaluation score; or
- Proposers that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5 point preference credit added to their evaluation score.
- For RFPs, the LSBE preference will be bonus points above the 100-point evaluation criteria scale.
- The maximum LSBE preference cannot exceed 5 evaluation points.

Initially, the three-year Pilot launch of the LSBE preference will only apply to non-federally funded negotiated procurements, within the proposed threshold. Metro must first seek a state law statute amendment to obtain authorization to implement the local preference on Metro competitive low bid procurements. Please see Section C to this report for a summary of activities being undertaken.

LSBE Certification

In order for firms to qualify for Metro’s Local Small Business Enterprise Preference program, they must first be SBE certified with Metro. In addition to meeting Metro’s SBE race and gender-neutral eligibility requirements, the firm must be:

- Headquartered in the County of Los Angeles. Headquartered means that the business

- physically conducts and manages all of its operations from a location in the County.
- The firm's headquarters must be in Los Angeles County for at least the last 6 months.

Currently, Metro has 1058 SBE certified firms in the County of Los Angeles, including a total of 354 firms certified in the City of LA that may qualify under Metro's Local Small Business Enterprise Preference Program.

Staff conducted an analysis of a representative sample of the firms that were SBE certified in the last 6 months and found that 49 of the 133 SBE firms certified were located in the County of Los Angeles. Of the 49 firms, 43 were headquartered in the County of LA. In total, 88% of the 6-month sample would meet Metro's proposed local preference certification criteria.

Metro does not recommend accepting LSBE certification from the City of Los Angeles/LAWA and the County of Los Angeles as these agencies each have local preference requirements that would affect and restrict a firm's potential to be certified under Metro's local preference program. The City of LA/LAWA requires that the firm's gross receipt for the previous year does not exceed \$5 million. The County of LA requires that firms be headquartered in the County of LA for 12 months and have annual gross receipts of \$15 million or less over the last three years whereas Metro would not have the 12-month timeframe and has a higher annual gross receipt cap of \$26.29 million over the last 5 years. Metro also does not recommend accepting the County of San Bernardino's Local Vendor certification as firms are not headquartered in Los Angeles County.

C. Review State and Federal laws and regulations and make recommendations for inclusion in future Federal and State Legislative Priorities.

The Board approved Federal and State Legislative program includes direction from the Board to seek changes to Federal and State law. Federal law (49 CFR § 661.21) currently prohibits the use of local procurement preferences on FTA-funded projects. In addition to this specific prohibition, the principle of federal preemption applies, whereby any provision of state/local law that contradicts a governing federal provision will be preempted by the federal provision when applicable. It is our understanding that any buy local procurement preference would violate broadly applicable Buy America requirements - which set forth a national preference instead of a local preference. The relevant USC provisions are 49 USC 5323(j) and 23 USC 313. Given the Board's adoption of a motion regarding Local Preference on October 21, 2021, Metro Government Relations will endeavor to change federal law to specifically allow buy local procurement provisions to be used alongside generally applicable Buy America provisions.

State law contains other provisions which limit our ability to exercise local preferences in our competitive low bid contracting. As of the writing of this report, Metro staff are coordinating to develop the specific changes, as recommended and upon Board approval, that will be needed in state law. We would seek to advance those changes in the 2022 State Legislative Session. Any changes to state law would only apply to state and/or locally funded projects after an assessment of the Pilot is complete for negotiated procurements. If Metro is successful in changing state law, the contract threshold and applicability for competitive low bid contracting could include:

Competitive Low Bid

Action Type IFB	Threshold Level	Preference (Maximum)	Preference Type	Applicable to Federally Funded Acquisition	Applicable to Non-Federally Funded (State/Local) Acquisitions
Awards under Sealed Bid for Supplies, Equipment Materials and Services, and Public Works, excluding Architecture and Engineering services	≥\$100,000	5%	Bid Discount (Bid Price Reduction)	IFB	IFB
				No	Subject to PUC (Section 130232) State Law Statute Amendment

LSBE Preference Application

- SBE Bidders that meet the LSBE criteria as a prime will receive a 5% bid discount.
- Bidders that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5% bid discount.
- For IFBs, the preference is used to determine the bid discount for evaluation purposes but does not reduce the bid price.
- The maximum LSBE bid preference cannot exceed 5%.

Metro staff will work closely with the Board in advocating for changes to both federal and state law.

FINANCIAL IMPACT

Funding to support this program will be requested through the annual budget process.

EQUITY PLATFORM

The Transportation Business Advisory Council (TBAC), via a TBAC motion, also recommended that Metro implement a Local Small Business Preference Program to ensure that a portion of local tax dollars are allocated back to local small businesses to help grow the local economy. The proposed elements of Metro’s Local Small Business Enterprise Program were presented to TBAC at TBAC’s February 2022 meeting. According to U.S. Small Business Administration (SBA), small businesses represent 99.9% of all U.S. businesses. Small businesses not only contribute to the economic recovery of communities, but successful small businesses bring growth and innovation, and help stimulate economic growth by providing employment opportunities. Staff recommendations are to enhance equity by providing increased contracting opportunities for local regional small business-owned firms participation on Metro contracts. A framework to provide local preferences incentivizes prime contractors to utilize such firms, most of which are minority and/or women-owned, and projects

get the benefit of diverse collaboration, which contributes to the economic recovery of small businesses in the region.

Metro's Small Business Enterprise (SBE) program mirrors the Disadvantaged Business Enterprise (DBE) program, which means that all firms that qualify and are certified as a DBE are also certified as an SBE with Metro. Currently there are 2,340 Metro SBE certified firms. Of those SBE certified firms, 1,601 are also DBE certified. As a result, 68% of Metro's SBE certified firms are minority and/or women owned. These recommendations will help with the County's economic recovery by increasing the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report supports strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro."

ALTERNATIVES CONSIDERED

The Board could elect to reject the Local Small Business Enterprise Program. This is not recommended as the Local Small Business Enterprise Program is a way for Metro to maximize its ability to support the local economy through contracting opportunities with regional transportation dollars.

NEXT STEPS

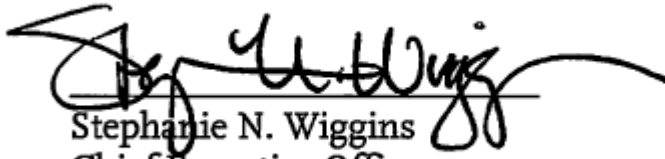
Upon Board approval, staff will proceed with finalizing the three-year Pilot LSBE program policy development, implementation, certification system changes, and solicitation updates required, with an anticipated launch in June 2022.

ATTACHMENTS

Attachment A - Motion 31 (October 21, 2021 Construction Committee Meeting)

Prepared by: Tashai Smith, Deputy Executive Officer, DEOD, (213) 922-2128
Dr. Irma Licea, Director, DEOD (213) 922-2207
Michael Turner, Deputy Executive Officer, Government Relations,
(213) 922-2122
Miguel Cabral, Executive Officer, DEOD, (213) 418-3270

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2021-0686, **File Type:** Motion / Motion Response

Agenda Number: 31.

**CONSTRUCTION COMMITTEE MEETING
OCTOBER 21, 2021**

Motion by:

DIRECTORS HAHN, DUPONT-WALKER, BUTTS, MITCHELL, DUTRA, AND KUEHL

Local Preference

Every year, Metro pays hundreds of millions to contractors to build, operate, and plan transportation projects across Los Angeles County. Most of this comes from local sales taxes, which we all pay into to address our infrastructure needs.

In May 2021, the US Department of Transportation (DOT) authorized a four-year pilot program allowing agencies like Metro to use Federal dollars for local hire, to target these resources for workforce development in the communities where our transportation projects are being built.

As LA County emerges from the COVID-19 pandemic, it is more important than ever to support local economic opportunity, to ensure a path to economic recovery that especially targets communities where our transportation projects are being built and in economically and socially disadvantaged communities.

State law disallows the use of local preference in procurements awarded to the lowest bidder, and it is silent on giving local preference when procurements are awarded based on an array of criteria that are not limited to the lowest bidder.

So we can maximize our ability to support our region’s local economic opportunity with regional transportation dollars, Metro should give local preference on applicable procurements. Doing this involves possible changes to Metro policies and State and Federal laws and regulations.

SUBJECT: LOCAL PREFERENCE

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl that directs the CEO to:

- A. Survey local preference best practices nationally and make recommendations for local preference

criteria;

- B. Evaluate and recommend changes to Metro policies regarding advancing local preference in small, medium, and disadvantaged business contracting;
- C. Review State and Federal laws and regulations and make recommendations for inclusion in future Federal and State Legislative Priorities; and,
- D. Report back on these requests in February 2022.

The background features a large, stylized letter 'M' composed of several white, 3D rectangular blocks. The 'M' is set against a dark green circular backdrop. This green circle is partially overlaid by a large, curved orange shape that sweeps across the middle of the frame. The bottom portion of the image is a solid black area.

LOCAL PREFERENCE Motion 31

*Construction Committee
February 17, 2022*



LOCAL SMALL BUSINESS ENTERPRISE PREFERENCE (LSBE)

- Motion 43, December 2021
- Report Back and Requesting Approval for A LSBE Pilot
- Why LSBE?:
 - Small businesses represent 99.9% of all U.S. businesses
 - There are more than 250,000 small businesses in LA County
 - Small businesses contribute to local economies by bringing growth and innovation to the community
 - Small businesses create over 66% of net new jobs in local communities
 - Small and minority-owned businesses are disproportionately impacted by COVID-19 pandemic

LOCAL SMALL BUSINESS ENTERPRISE PREFERENCE (LSBE)

- Benchmarking / Survey Analysis:
 - Reviewed 16 Agencies (National, Regional, City, County, and local)
 - 6 of the 16 Agencies did not have a local preference (Sound Transit, DART, LAUSD, Santa Clara VTA, CTA, and SBCTA)
 - 10 of the 16 Agencies applied a local preference
 - Preference Range: from 2% up to 15%
 - Standard Application: Invitation for Bid (IFB) – Bid Discount; Request for Proposal (RFP) – Evaluations Points

LSBE BENCHMARKING

Agency	Preference / Incentive	Contract Threshold	Applicability (RFP/IFB)
City of Los Angeles	8%	<\$150,000	RFP/IFB
LAWA	10%	≤\$100,000	RFP/IFB
Bay Area Rapid Transit (BART)	7% or 5% (based on funding)	>\$10,000,000	RFP/IFB
SF International Airport	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
County of Los Angeles	15%	>\$5,000	RFP/IFB
SFMTA	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City and County of San Francisco	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City of Houston	2.5%	<\$100,000	RFP/IFB
County of San Bernardino	5%	≤ \$60K	RFP/IFB
City of San Diego	2%	>\$50,000	RFP/IFB

LSBE RECOMMENDATION /EXCLUSIONS:

- A (3) year pilot Local Small Business Enterprise (LSBE) Preference Program
 - Includes a 5-point Preference Incentive on non-federally funded negotiated procurement in excess of \$100,000 with SBE/DVBE goals
 - Applicability to IFB subject to PUC (Section 130232) Statute Amendment
 - Prohibited on DOT-assisted (FTA, FHWA) contracts
 - Eligible Proposers are required to meet or exceed the SBE/DVBE goals

LSBE APPLICABILITY

- SBE Proposers that meet the LSBE criteria as a prime will receive a 5-point preference (bonus points) added to their evaluation score; or
- Proposers that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5-point preference (bonus points) added to their evaluation score.
- The LSBE preference bonus points is above the 100-point evaluation criteria scale.
- The maximum LSBE preference cannot exceed 5-points

LSBE CERTIFICATION RECOMMENDATION

- To qualify for Metro's Local Small Business Enterprise Preference program firms must first be SBE certified with Metro. In addition to meeting Metro's SBE eligibility requirements, the firm must be:
 - Headquartered in the County of Los Angeles. Headquartered means that the business physically conducts and manages all of its operations from a location in the County.
 - The firm's headquarters must be in Los Angeles County for at least the last 6 months.
- Metro's SBE certified firms in the City of LA and County of Los Angeles
 - Currently there are a total of 1058 firms certified in the County of Los Angeles, this includes 354 firms certified in the City of LA, that may qualify under Metro's Local Small Business Enterprise Preference Program.
 - Staff conducted a representative sample of the firms that were SBE certified in the last 6 six months and found that 49 of the 133 SBE firms certified were located in the County of Los Angeles. Of the 49 firms, 43 were headquartered in the County of LA. In total, 88% of the 6-month sample meets Metro's local preference criteria.



Metro

LSBE – Federal and State Legislative Impacts

- Federal law (49 CFR § 661.21) currently prohibits the use of local procurement preferences on FTA-funded projects.
- Subject to State law (PUC Section 130232) statutory amendment for competitive low bid.
- Government Relations will endeavor to change federal law to specifically allow buy local procurement provisions.
- Government Relations coordination with DEOD and Counsel to develop the specific changes, as recommended and upon Board approval, that will be needed in state law.

Q & A

Thank you



Metro

**Board Report**

File #: 2021-0765, **File Type:** Contract**Agenda Number:** 27.

**CONSTRUCTION COMMITTEE
FEBRUARY 17, 2022****SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY INCREASE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AMEND the Life-of-Project (LOP) budget by \$75,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$801,749,577 to \$876,749,577 using the fund sources (Attachment A), consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

Division 20 Turnback Facility is a highly complex project to provide a turnback facility that enables trains to operate at reduced headways. The Purple Line Section 1 Project (PLE1), obtained a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) that commits to reduced headways consistent with Metro's planned service levels. The Division 20 Turnback Project will allow Purple Line trains to turn back quickly and meet planned service levels and the FTA requirements. In order to achieve the reduced headways, modifications to the Division 20 Yard are being implemented, including major modifications to track, civil work, power and train control systems.

Significant issues with the design have generated changes and delays to the project. In addition to challenges with the design, the Division 20 scope of work has increased due to the complex nature of working in an operating yard over 30-years old. The Project's location over an old industrial site, its multiple interfacing projects, third-party requirements and the need to reconfigure the structural features of a 100-year-old bridge, have led to cost and schedule increases that were not anticipated as part of the original contract. The Project has not exceeded the Life of Project Budget (LOP) and has funded the changes with the contingency that was provided in the original LOP.

Due to these additional costs, the project has nearly depleted the contract contingency (see detailed discussion on remaining contingency in the Risk Analysis Section of this Report). This Board Action requests authorization to replenish contingency, which is critical to funding key change orders that have been submitted by the contractor and are directly related to moving forward with contract work

through an approximate one-year construction period. Completing the project through additional phases will bring the construction to a more advanced condition where staff can evaluate status of design changes and unforeseen site conditions and return to the board to report on any additional funding requirements that have been identified.

BACKGROUND

Per the project's Full Funding Grant Agreement (FFGA) for Section 1 of the Westside Purple Line Extension (WPLE), Metro is committed to achieving the capability to operate service at four-minute headways on the future Metro Purple Line. As a result of reduced headways, Metro will need to coordinate headways for Purple and Red Lines in the shared trunk portion of the tunnel system from Wilshire Vermont Station through 7th and Metro and Union Station.

The Metro Red/Purple Line trains "turn-back" at Union Station, reversing direction from east to west. The current minimum headway that can be achieved at Union Station is approximately four-minute service for combined Purple/Redline service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Westside Purple Line Extension begins operating and more trains are using the same tracks.

At present, non-revenue Metro Red/Purple Line trains proceed south of Union Station and through the portal just south of the US 101 Freeway before entering a complex set of switches in the Division 20 rail yard. To produce a clear benefit to current and future operations by increasing train speeds and ensuring system reliability, the existing tunnel portal must be widened to accommodate additional tracks and switches that diverge to become the turnback and yard leads.

In addition to the turnback facility, the Purple Line 1, Purple Line 2 and Purple Line 3 projects will add train vehicles to the Metro Fleet, generating a need for increased storage capacity in the Red/Purple Line Yard. Storage tracks are being constructed North and South of the First Street Bridge as part of the Division 20 Project. Complex switching and train movements must be integrated with the Turnback Facility to enable trains to move from storage onto the main line and into service through the Portal.

To install the new turnback facility and new storage for train vehicles, the current power substation for the yard must be relocated and upgraded to meet the power requirements for the Turnback Facility and added storage. Twelve different Construction Phases will be needed as geometry and alignments are modified for relocating and upgrading track, power, utilities and train control systems in different locations in the yard. The Contractor must maintain 24/7 operations with each phase requiring safety testing and formal turnback procedures before trains can be returned for in-service operations.

Finally, construction and pre-revenue testing of the portal widening and turnback facility must be coordinated in accordance with PLE Section 1 schedule for opening for Revenue Service.

Major project elements include portal widening, power relocation and upgrades, First Street Bridge modifications and seismic upgrade, installation of turnback facility and storage tracks, train control

and signaling systems installation and integration.

DISCUSSION

Construction is progressing well on the Division 20 Project. Coordination is productive between the Project Team, Metro Operations and the Contractor. The Project has successfully completed a major milestone consisting of a 100-hour closure of the Red Line Yard to upgrade the Microlock Operating System under which all trains move and are routed to and from the Main Line tracks. Civil work, power and utility relocations are moving forward and work on the First Street Bridge is advancing to completion.

Although construction is progressing, there have been numerous Contract Change Orders from the beginning of the contract due to issues with the design that have impacted cost and schedule. Further, the complex nature of working in an older yard, its location over an old industrial site, interfacing projects, third-party requirements and reconfiguring the 100-year-old First Street Bridge, have led to additional contract changes that were not anticipated as part of the original contract.

1. Design Changes

Since the approved LOP date and initial Issued for Bid (IFB) design was released, 1157 Requests for Information were received from the contractor and 84 Contract Change Orders to address related cost and schedule impacts. Design changes occurred so frequently, that the project team and designer slowed the project, held meetings and workshops to focus solely on reconciling and making corrections to the design. Resulting Contract CO 20 was the result, consisting of 43 separate changes and a \$43.3M cost impact. Numerous additional design changes have been identified and are being tracked under various Change Orders.

2. Yard Operation Requirements Not Identified Prior to Bid

Design changes to the contract after award include: Addition of temporary vehicle cleaning platforms, adjacent system infrastructure for expanded train car inspections, addition of crossovers within the yard to improve connectivity to yard facilities, modification of special trackwork to accommodate supplier for a reduced delivery duration, reduction in third rail gaps at special trackwork to maintain train movements under worst case scenarios, addition of traction power switches within the tunnel east of Union Station to facilitate train movements within the yard, development of backup access for train delivery to accommodate Metro's train cars' fleet increases, implementation of additional yard signage at interlockings, modifications proposed by the contractor to accommodate construction staging, construction sequence movement of trains and equipment so that operations can continue on a 24/7 basis.

3. Power Upgrade

A complete power upgrade and relocation of the Yard TPSS Substation has introduced additional complexity to work in the yard, significant excavation for vaults and duct banks, and

making adjustments for design conflicts. The location of the current Yard TPSS substation conflicts with track installation for the turnback facility. Multiple changes on First Street Bridge have created temporary conflicts for track alignments which must be constructed prior to relocation of existing TPSS. Completing First Street Bridge, installing new track alignments, and cutting over of the new power substation and power system have become the critical path due to interrelated design changes.

4. Adjacent Projects

There are 8 adjacent interfacing projects to the Main Line Contract: Regional Connector (RC), Metro Center Project (MCP), Link Union Station (LinkUS), Purple Line Section 1, South Yard signal upgrades, South Yard Expansion/Permanent Cleaning Platforms, early demolition and ductbank construction project, and TPSS procurement project. Recent changes in schedule or scope in a number of these projects have directly impacted Division 20 construction activities, schedule, and phasing.

Relevant impacts to infrastructure design include: modifications at the yard's portal area to address multiple changes in the alignment of Link US, design modifications to First St. Bridge and Gold Line power and fiber systems, new system connections built during construction by Regional Connector, revisions in systems' equipment layout/locations/connections at the Division 20 Yard Tower to accommodate competing space and connection needs of interfacing projects, revisions to the design to accommodate newly constructed systems' infrastructure at the southern end of the yard, and accommodation for the addition of maintenance platforms at the new storage areas as a separate interfacing project

5. Working on an old industrial site

Division 20 project site was an old industrial facility, a larger than anticipated volume of hazardous material has been excavated and hauled away by contract change order. Much of the project site where HazMat has been discovered, was not tested prior to bid because it was originally covered by a building owned by a private developer. Historical documents were used to identify hazardous materials and determine volumes for the contract bid documents. Presence of the building and ownership by a private developer did not allow for field testing of the area. Actual quantities of hazardous materials have exceeded the volumes identified in the documents, and multiple change orders have been required as the material has been excavated and removed.

6. First Street Bridge

Design modifications resulted when the designer did not identify embedded rail within First Street bridge deck. Deteriorations in the bridge condition were not visible from the surface and only became apparent as the bridge's construction work has progressed. Resulting repairs, not contained in the original contract documents, have been extensive and have caused time delays that were not anticipated in the original contract schedule. In addition, new requirements by the City of Los Angeles to install continuous bridge displacement and crack monitoring stations have resulted in more design changes during construction.

7. Third Party requirements:

LADWP has required the development of temporary traffic control plan for the use of LADWP to carry their system upgrades within Santa Fe Ave

Metro Operations has identified unforeseen revisions that are required to the location of the CCTV video at the yard tower, to the UPS locations in Room 279 to reflect the new location of the UPS, and to the communication plans to reflect the equipment to be placed in Room 303.

Regional Connector has included multiple temporary routings that were unforeseen for Regional Connector connections from First Street bridge to Gold Line TPSS and the yard tower.

Metro Operations requiring temporary cutover of the existing Gold Line negative and positive feeders and communication fiber conduit at the First Street bridge intermediate pylon and Bent 16 to accommodate revised construction staging due to changes at the First Street Bridge.

Underground Utilities have generated changes to the TPC contract for work that was needed under a prior enabling utility contract to expedite Division 20 work.

LADWP has generated changes to the design to reflect LADWP requirements for 3 alternative options for Division 20 TPSS rectifier transformer replacing the conformed document rectifier transformer, the development of load flow simulation for replacement option with 6.1% transformer-rectifier regulation, and the preparation of related design deviation requests.

Seismic upgrades to the First Street Bridge extending across the LA River have generated changes to the original contract by addition of concrete infill walls requested by UPRR.

As construction progresses, the project is coming out of the ground, so the early phase environmental issues are expected to decrease. Installation and activation of the Yard Microlock system has been successful, and work is proceeding well on the next phase track relocations. Challenges arising from the condition of the First Street Bridge are now almost resolved, and this will contribute to increased momentum of the project in the coming months. Based on lessons learned to date, Metro has added procedures that are focused on increasing efficiencies and taking advantage of opportunities to save costs and mitigate delays, including workshops to support quality assurance, added senior level oversight from the designer, and additional Metro technical resources to help review designer responses.

A Risk Analysis has been completed to evaluate the cost and schedule impacts caused by the Change Orders identified in this board report. Projections have been applied to the current volume and the anticipated volume of changes based on the complexity of the work to be completed through the next construction phase. A projected breakdown of additional contingency funded through this requested LOP increase is shown in Attachment C.

A statistical Model has been applied, and an estimate generated for additional funding (Attachment A) required to advance the construction beyond 30% to a point where evaluation of design issues, differing site conditions and related cost and schedule risks can be accurately quantified.

The Model provides confidence levels for the recommended LOP increase needed to advance the work for approximately one-year. Staff will return to the Board at the end of this period after undertaking a thorough risk analysis, with recommendations if any additional funding is required.

Risk Analysis

Given the above discussion, much of the initial work on the project has been change order work that has been funded by project contingency. Approximately 95% of the initial \$93.9 M of unallocated contingency included in the project budget has been depleted. In accordance with Metro Board policy, expenditures have not exceeded the funding authorized in the Life of Project Budget, but additional change order work has been submitted by the contractor and is awaiting authorization in order for critical path elements to move forward. Maintaining sufficient contingency to address the risks of additional changes caused by the many complexities of this project will also be critical to advancing construction through FY 23. A Statistical Analysis has been performed to define an LOP increase that replenishes contingency and determines funding needs for the next phases of construction. The Model developed a projection of the additional funds needed over a range of confidence levels (see table below).

Confidence Level	FY 23 LOP Increase
10%	\$ 59,740,113
15%	\$ 61,499,957
20%	\$ 62,985,155
25%	\$ 64,293,906
30%	\$ 65,475,404
35%	\$ 66,563,867
40%	\$ 67,574,561
45%	\$ 68,557,278
50%	\$ 69,583,347
55%	\$ 70,663,370
60%	\$ 71,804,205
65%	\$ 73,018,356
70%	\$ 74,324,681
75%	\$ 75,743,360
80%	\$ 77,314,158
85%	\$ 79,096,563
90%	\$ 81,207,034

EQUITY PLATFORM

The Division 20 C1136 Mainline contract will support the Purple and Red Line system by increasing service frequency, reliability and access for communities that use the Metro transit system along both alignments for housing, jobs, educational, medical and entertainment needs. These service upgrades positively impact riders of the system from marginalized communities that travel along Red and Purple Line Corridors by increasing access, capacity, and reliability to meet these essential travel needs. The contract has Small Business Enterprise (SBE) commitments of 19.34% and Disadvantaged Veteran Business Enterprise (DVBE) commitments of 3.31%, and the contract modifications requested in this report do not change the level of commitments. Current level of participation is 5.60% SBE and 2.71% DVBE. The majority of the SBE scope is trackwork and the Project must complete the underground heavy civil and utility work first before the trackwork begins. There are 3 more years left in the contract to achieve the 19.34% SBE and 3.31% DVBE commitments.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Funds required for fiscal year 2022 have been requested through the fiscal year 2022 budget development, adopted at the May 2021 Board meeting. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are local and other funds that are eligible at the time of expenditure.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$75,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, shorter segments.

Because the project is so far along, these actions are no longer feasible.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding and the Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

The source of funds to address the LOP increase are Measure R Transit Capital (35%) for WPLE, made available from additional New Starts funding.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. Deliver outstanding trip experience for all users of the transportation system. Enhance communities and lives through mobility.

ALTERNATIVES CONSIDERED

The Board may choose to not move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation..

ATTACHMENTS

Attachment A - Funding/Expenditure Plan

Attachment B - Measure R and Measure M Unified Cost Management Policy Analysis

Attachment C - Projected Breakdown of Project Contingency Use

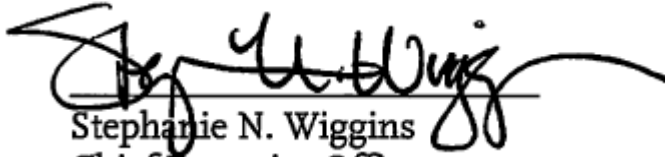
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
 DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
 LOP INCREASE FEBRUARY 2022
 Funding/Expenditure Plan
 (Dollars in Millions)

Capital Project No. 865519	Prior LOP	Prior	FY22	FY23	FY24	FY25	New LOP	% of Total
Uses of funds								
Construction	518.10	194.60	100.36	90.00	87.00	63.35	535.31	61.06%
Right-of-Way	101.60	101.54	-	-	-	-	101.54	11.58%
Professional Services	88.20	71.50	30.40	21.00	21.00	21.00	164.90	18.81%
Contingency (LOP increase)	93.90	-	35.00	40.00	-	-	75.00	8.55%
Total Life of Project Cost:	\$ 801.80	\$ 367.64	\$ 165.76	\$ 151.00	\$ 108.00	\$ 84.35	\$ 876.75	100.00%
Sources of Funds ¹								
TIRCP	69.21	4.77	-	16.88	47.55	-	69.21	7.89%
SB1 Local Partnership Program	50.00	16.88	37.51	35.08	43.79	-	133.26	15.20%
Measure R 35% ²	682.60	345.98	128.25	99.04	16.66	84.35	674.28	76.91%
Total Life of Project Funding:	\$ 801.81	\$ 367.64	\$ 165.76	\$ 151.00	\$ 108.00	\$ 84.35	\$ 876.75	100.00%

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

2. Measure R amount subject to change based on actual debt interest charged to Westside PLE per the 2011 Fiscal Responsibility Policy.

ATTACHMENT B

Division 20 Portal Widening Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Division 20 Project (the Project) is subject to this policy analysis as it is considered an integral part of the Westside Purple Line Extension (WPLE) Section 1, Section 2, and Section 3 projects, which are Measure R- and Measure M-funded.

The life of project (LOP) budget for the Project was last approved by the Board in November 2019 at \$801,749,577. The Project is subject to the Policy analysis now due to a proposed \$75,000,000 (9.4%) increase to the LOP budget. Funding for the cost increase may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

If a project cost increase occurs, the Metro Board of Directors must approve a plan of action to address the issue prior to taking any action necessary to permit the project to move to the next milestone. Shortfalls will first be addressed at the project level prior to evaluation for any additional resources using these methods in this order as appropriate:

- 1) Scope reductions;
- 2) New local agency funding resources;
- 3) Value Engineering;
- 4) Other cost reductions within the same transit or highway corridor;
- 5) Other cost reductions within the same subregion; and finally,
- 6) Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

Scope Reductions

The Project cost increase is due to issues with the design that have impacted the cost and schedule. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

Local funding resources (i.e., specific to the affected corridor or subregion) are considered in the next step as opposed to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County.

The Project is eligible for Measure M and Measure R funding and is currently allocated a portion of the total \$4,074,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Westside Subway Extension.

The Project is in the Central City Area but serves the Metro Red and Purple Line which are within both the Central City Area and Westside Cities subregions. Local funding resources from both subregions and cities within the subregions could be considered for the cost increase.

Funding Within the Corridor

No other surplus or otherwise available funding has been identified from other Metro projects on the Metro Red and Purple Line corridors.

Subregional Programs and Local Agency Contributions

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The Measure M Expenditure Plan includes \$235 million for the Central City Area SEP and \$160 million for the Westside Cities SEP. The Metro Board previously approved funding plans that include SEP funding from the San Gabriel Valley subregion to address a \$126 million cost increase on Gold Line Foothill Extension, South Bay and Central City Area subregions to address a \$90 million cost increase on Crenshaw/LAX Transit, Central City Area and Westside Cities subregions to address a \$150 million cost increase on Westside Purple Line Extension Section 1, and Central City Area subregion to address a \$11.9 million cost increase on Eastside Light Rail Access (Gold Line). However, motion #2021-0435 from June 2021 states that, henceforth, the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions

The cities with Project stations are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R and Measure M ordinances. The cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles and Beverly Hills. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the WSE Section 2 and Section 3 projects \$1.187 billion and \$1.3 billion respectively through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on Section 2 and 3 by a combined \$151,855,538. The increase in New Starts can make Measure R funding available that is currently programmed on WSE Section 2 and Section 3 to address the cost increase on the Project. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

Value Engineering

The Project cost increase is due primarily to design changes that have increased the cost and extended the schedule. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The cities receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the cities choose to terminate an existing project, and all other projects are moving through their respective development process.

Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are being programmed for uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding include Proposition A and C (allocated to the portion of the Project that is not attributable to "new subway"), General Fund, and Lease Revenues.

State and Federal Funding (Formula)

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. The most recent 2022 RIP has zero funding available for new Metro projects. Nevertheless, Metro determined in December 2021 it would request an advance of future RIP shares for mobility improvement projects associated with the I-710 North project. LPP is already programmed for the Project. Future LPP funding is allocated for other projects in Metro's financial forecast.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs are expected to increase from the 2021 Bipartisan Infrastructure Law. Unfortunately, the Project is not eligible for federal funding because it was not environmentally cleared under the National Environmental Policy Act (NEPA).

Recommendation

Metro staff recommends the use of \$75,000,000 of additional New Starts, which will make available an equal amount of Measure R Transit 35% for the proposed \$75,000,000 LOP budget increase.

ATTACHMENT C
 DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
 PROPOSED LOP INCREASE FEBRUARY 2022
 Projected Breakdown of Contingency Expenditures

LOP INCREASE	Description
\$75,000,000	<ul style="list-style-type: none"> ◦ Contract C1136: Portal Wall, Ductbanks, Trackwork, Systems and Systems Integration Testing, 1st Bridge, Adjacent Projects, Third Party requirements, Schedule Impacts ◦ Metro Staff at Gateway and field offices who perform oversight in various disciplines. ◦ Engineering - Design support during construction (DSDC) <ul style="list-style-type: none"> - TY LIN Contract AEAE66758000: Design and Engineering - SecoTrans Contract AE47810E0128: Systems Engineering ◦ CMSS - ANSER: Construction Management Support Services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineer, engineers and other construction support. ◦ Program Management Support Services (PMSS) - KTJV support services including project controls estimating. ◦ 3rd Party Coordination <ul style="list-style-type: none"> - City and County of Los Angeles administration and services - Freight and Rail Line coordination adjacent to Division 20 ◦ Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor. ◦ Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements. ◦ Legal Services: Procured legal services to assist project management. ◦ Auditing Services: Consultant companies conduct labor compliance audits of main professional services and construction contracts. ◦ QA Test Lab Services: Consultant companies provide materials verification testing and inspections services. ◦ Escalation and Inflation cost impacts.
\$75,000,000	Total LOP Increase

**Division 20 Board Report 2021-0765
February 2022**

DIVISION 20 LOP INCREASE

DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RECOMMENDATION:

AMENDING the Life of Project (LOP) budget by \$75,000,000

Current LOP: \$801,749,577 Revised LOP \$876,749,577

BACKGROUND

- Purple Line Full Funding Grant Agreement (FFGA) for PLE1 requires capacity for 4-minute headways.
- Metro's commitment to meet the terms of the FFGA, existing portal must be widened and a turnback track constructed
- PLE 1, 2 and 3 will add vehicles to the Metro Fleet, requiring increased Yard storage
- Original contract includes substantial upgrades to power the new turnback and vehicle storage.



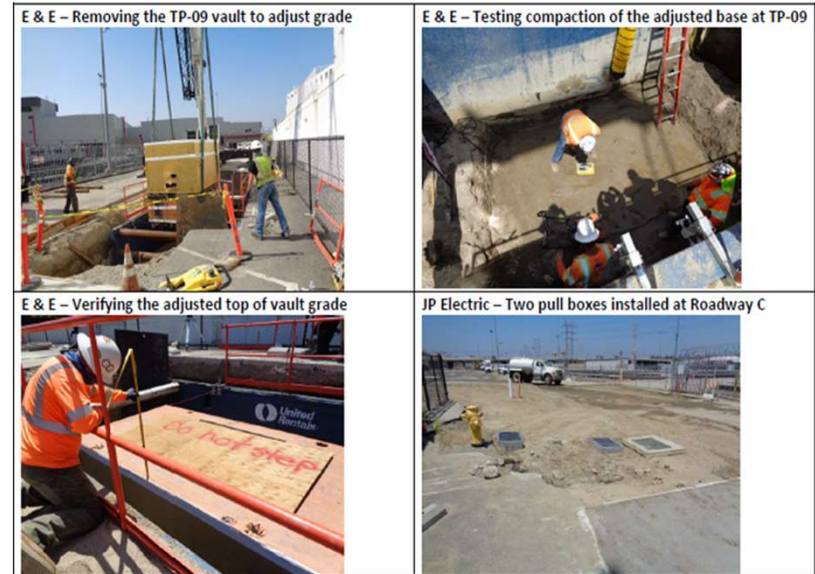
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

ISSUE

- Multiple Changes not anticipated in the original Div 20 bid documents have accelerated expenditure of project contingency.

DISCUSSION

- Multiple design issues
- D20 yard is over 30-years old causing repairs and replacement of equipment
- Old industrial site, excessive removal of hazardous materials
- Multiple interfacing projects have caused delays and construction challenges
- 3rd-Parties, City of Los Angeles, Utilities
- First St Bridge is 100-years old and required unforeseen repairs



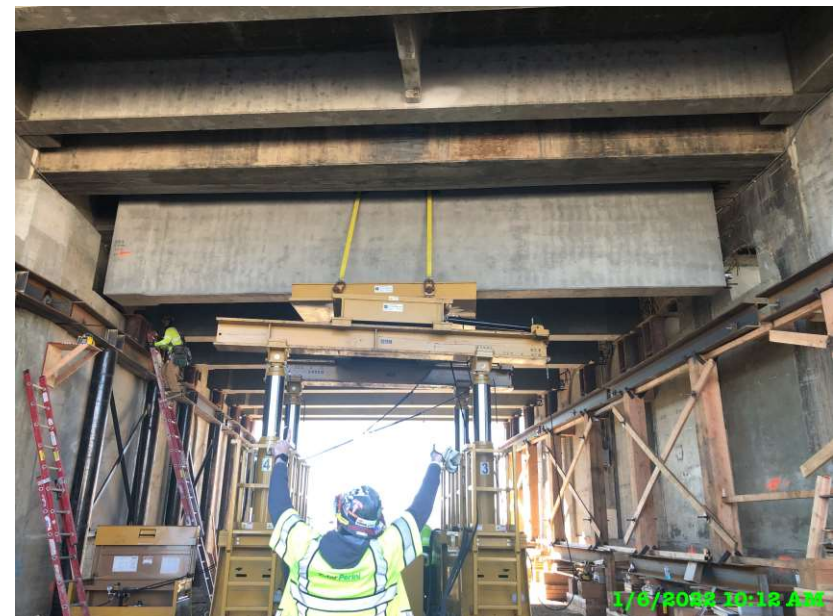
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RISK ANALYSIS

- Currently, the project is about 30% complete, 95% of the original \$93M of contingency expended
- Contractor has submitted Requests for Change that will require an LOP increase
- A risk analysis has been developed to determine project funding needs through FY23, based on current costs, change orders and burn rate
- Staff will return to the Board once construction has been advanced through additional phases and status of design changes and unforeseen site conditions can be accurately evaluated

MODEL RESULTS

- The model calculates a range of projected costs through FY2023 based on confidence levels (See Table 1).



DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RISK ANALYSIS RESULTS

Cost Risk Analysis Model – Results of the risk analysis with Confidence Levels are summarized in Table 1 below.

Confidence Level	FY 23 LOP Increase
10%	\$ 59,740,113
15%	\$ 61,499,957
20%	\$ 62,985,155
25%	\$ 64,293,906
30%	\$ 65,475,404
35%	\$ 66,563,867
40%	\$ 67,574,561
45%	\$ 68,557,278
50%	\$ 69,583,347
55%	\$ 70,663,370
60%	\$ 71,804,205
65%	\$ 73,018,356
70%	\$ 74,324,681
75%	\$ 75,743,360
80%	\$ 77,314,158
85%	\$ 79,096,563
90%	\$ 81,207,034

Table 1

FUNDING FOR THIS LOP INCREASE REQUEST

- The use of \$75,000,000 of additional New Starts funding will make available an equal amount of Measure R Transit 35% for this proposed increase
- LOP budget increase actions to address the cost increase are evaluated using the Measure R and Measure M Unified Cost Management Policy
 - Metro Project team has added procedures to increase efficiencies, save costs and mitigate delays
 - Workshops, addition of Designer resources, addition of Metro technical resources





Board Report

File #: 2021-0654, File Type: Policy

Agenda Number: 30.

REGULAR BOARD MEETING FEBRUARY 24, 2022

**SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT
RESOLUTION OF NECESSITY**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Permanent Utility Easement ("PUE") and Temporary Construction Easement ("TCE") from the property located at 6110 Sepulveda Boulevard, Van Nuys, CA 91411 with APN of 2242-025-022 (the "Property Interests") as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvements Project ("Project"). After testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property by eminent domain. Attached is evidence submitted by staff that supports adoption of the resolution and which sets forth the required findings (Attachment A).

BACKGROUND

The Property Interests include a PUE and TCE. The PUE is required for installation of the Los Angeles Department of Water and Power (LADWP) and LACMTA equipment to provide service to the planned elevated station at Sepulveda Boulevard. Additionally, existing LADWP overhead wires conflict with the grade separation and elevated station and will be relocated underground. As part of the relocation, LADWP requires an above-ground vista switch be installed within the PUE. The area of the PUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The TCE is required to facilitate installation of the LADWP infrastructure. The TCE surrounds the

perimeter of the PUE and grants temporary access to the subject area within the Property Interests. The TCE will remain in place during the Project construction period and shall have a duration of twenty-seven (27) months.

A written offer of Just Compensation to purchase the Property Interests was presented to the Owner of Record ("Owner") of the Property on April 29, 2021, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of Just Compensation made by LACMTA, and the parties have not at this time reached a negotiated settlement for the acquisition. Because the Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule.

In accordance with the provision of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owner informing them of the right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) that any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA) has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

There are no displacements as a result of the acquisition of the Property Interests.

DISCUSSION

Findings

The Property Interests are necessary for construction of the Project; therefore, staff recommends the acquisition of the Property Interests through eminent domain to maintain the Project schedule.

Considerations

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). After LACMTA's Board receives testimony and evidence from all interested parties, the Board must make a determination as to whether to acquire the Property Interests by eminent domain and adopt the proposed Resolution of Necessity (Attachment B). The Board must find and determine that based upon all the evidence and the existence of the above stated conditions, acquisition by eminent domain is necessary; and a two-thirds vote of all the members of its governing body is required to adopt the Resolution of Necessity.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the Fiscal Year 2022 (FY22) budget under Project 871405 Metro G Line (Orange) Bus Rapid Transit Improvement Project, in Cost Center 8510, Account Number 53103 (Acquisition of Land) and Fund 6003.

Impact to Budget

The approved FY22 budget is designated for the Metro G Line (Orange) Bus Rapid Transit Improvement Project and does not have an impact to operations funding sources.

EQUITY PLATFORM

No other alternative locations for the Project provide greater public good with less private injury. There are no displacements resulting from the acquisition of these Property Interests. An offer for the Property was made in April 2021 based on an appraisal of fair market value. Fair market value is defined as "the **highest** price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners since April 2021, but agreement has not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Strategic Plan Consistency

The Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these Property Interests for the Metro G Line (Orange) Bus Rapid Transit Improvement Project which will provide an additional mobility option.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will hamper the Real Estate division's ability to respond quickly to the Project's needs resulting in significant delays and cost increases for the Project.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

[staff intention upon approval]

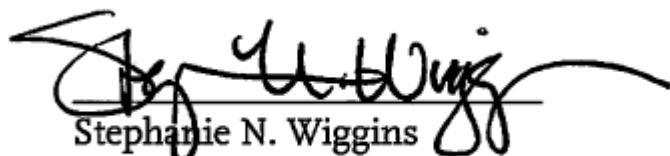
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Deputy Executive Officer-Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Property Management & Development,
(213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY REQUIRED FOR THE METRO G LINE (Orange) BUS RAPID TRANSIT IMPROVEMENT PROJECT (“PROJECT”)

BACKGROUND

The Property Interests are required by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) for the construction and operation of the Project. The parcel address, record property owner, purpose of the acquisition, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
2242-025-022	6110 Sepulveda Blvd, Van Nuys, CA 91411	David Lee, Anna Y. Lee, Trustees of The Lee Family Trust, dated June 29, 1999, and William Lee and Nancy Lee, Trustees of The Lee Family Trust, dated March 29, 1999	Construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvements Project	Permanent Utility Easement (PUE) and a 27-Month Temporary Construction Easement (TCE)

Property Requirements:

The following property requirements apply to the affected property listed in the above table:

Purpose of Acquisition: Construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvement Project.

Property Interests Sought: The PUE is required for installation of Los Angeles Department of Water and Power (LADWP) and LACMTA infrastructure. The area of the PUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The TCE is required to facilitate installation of LADWP and LACMTA infrastructure. The TCE surrounds the perimeter of the PUE and grants temporary access to the subject area within the Property. The TCE will remain in place during the Project construction period and shall have a duration of twenty-seven (27) months. The PUE and TCE are collectively referred to as the Property Interests.

A written offer was delivered to the Property Owners by letter dated April 29, 2021, for acquisition of the Property Interests. The Property Owners have not accepted the offer of just compensation.

A. The public interest and necessity require the Project.

The need for the Project is generated by the findings and recommendations resulting from the Technical Study and a concept for improving the G Line (Orange) Bus Rapid Transit (BRT) in accordance with Measure M.

The public interest and necessity require the Project because the Project will:

1. Improve operational safety, operation speeds, ridership and capacity;
2. Benefit the surrounding community by decreasing travel time, improving air quality, enhancing access to the corridor and promoting transit-oriented communities;
3. Support value for money throughout design and construction and cost certainty throughout construction;
4. Ready the corridor for conversion to light rail transit in the future;
5. Ensure connectivity and accommodate two other intended intersecting transit projects (the East San Fernando Valley and Sepulveda Pass Transit Corridors);
6. Support fulfillment of LACMTA's L.A. County Traffic Improvement Plan, as authorized under Measure M.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Technical Study was authorized by the Board in January 2016. The core goals of the project are to improve operating speeds/reduce bus travel times to move customers more efficiently and safely through the corridor. Improvements studied included grade separations, minor street closures, better transit signal priority technology, electronic bus connectivity to facilitate bus platooning and a four-quadrant gating system. Six alternatives were packaged together out of numerous individual potential improvements. In April 2017, the Board approved the recommended alternative that included a single-grade separation structure spanning from Van Nuys to Sepulveda Boulevards and three intersecting streets in between with the relocation of existing stations to elevated stations and installation of four quadrant gates at all other intersections. After further conceptual

design, updating preliminary cost estimates and coordination with City of Los Angeles Department of Transportation, in July of 2018 the Board approved an updated project description that modified the grade separated structure from one single grade separation spanning from Van Nuys to Sepulveda Boulevards to two standalone aerial grade separated busway and station structures at Van Nuys and Sepulveda Boulevards.

The Project will cause private injury, however, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property Interests are required for construction and operation of the Project. A new LADWP service and LACMTA equipment will be required to provide sufficient power to the new elevated Metro G Line Sepulveda Station. Additionally, an above-ground vista switch is required as part of relocating LADWP wires underground. The location of the PUE is required for the installation of an LADWP transformer and switch gear. Additionally, existing LADWP overhead wires will conflict with the new grade separation and will be relocated underground. As part of the relocation, the PUE is required for the installation of an above ground vista switch. The 27-month TCE is required to facilitate the installation of the LADWP infrastructure and will provide temporary access to the subject areas within the Property. There are no suitable locations within the Metro ROW to locate the equipment which also meet LADWP's criteria for construction, access and maintenance. Therefore, the infrastructure is required to be located on the Property.

Staff recommends that the Board find that the acquisition of the Property Interests is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained an independent appraisal to determine the fair market value of the Property Interests, which included consideration existing use of the Property, highest and best use of the Property, and impact to the remainder;
2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;
3. Determined the Owner(s) of the Property by examining the county assessor's record and a preliminary title report;
4. Made a written offer to the Owner(s) for the full amount of just compensation - which was not less than the approved appraised value; and
5. Provided the Owner(s) with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate “passenger and commuter services” improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC
PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE
EXERCISE OF EMINENT DOMAIN
METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENTS PROJECT,
("PROJECT")**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests consist of the acquisition of a Permanent Utility Easement ("PUE") and a 27-month Temporary Construction Easement ("TCE"), as described more specifically in the legal descriptions Exhibits "A-1" and "A-2", respectively, and depicted in the plat maps Exhibit "B-1" and "B-2", respectively, (hereinafter, the "Property Interests"). The PUE is required for installation of Los Angeles Department of Water and Power (LADWP) and LACMTA infrastructure. The area of the PUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The 27-month TCE is required to facilitate installation of the LADWP and LACMTA infrastructure. The TCE surrounds the perimeter of the PUE and grants temporary access to the subject area within the Property. The TCE will remain in place during the Project construction period and shall have a duration of twenty-seven (27) months.

Section 4.

- (a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Metro G Line (Orange) Bus Rapid Transit Improvement Project ("Project");
- (b.) In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate "passenger and commuter services" improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose property is to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scope and descriptions of easements or other Property to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of January 2022.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: _____

ATTACHMENTS

Exhibit A-1 and A-2 – Legal Description

LEGAL DESCRIPTION

EXHIBIT A
LEGAL DESCRIPTION
PERMANENT UTILITY EASEMENT
APN# 2242-025-022

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 275 of Tract No. 1000, as per map recorded in book 19, pages 1 to 34 inclusive of maps, as delineated as proposed parcel 3 in that certain certificate of compliance recorded June 29, 1999 as instrument no. 99-1192806 of official records of said Los Angeles County, being more particularly described as follows:

BEGINNING at the northwest corner of parcel A, per that certain Parcel Map L.A. No. 2015-0842, recorded September 24, 2015 in book 383, pages 95 and 96 of parcel maps, thence northerly along a line 29.00 feet parallel and easterly of the westerly line of said Lot 275, North 00°13'27" East, a distance of 30.00 feet to the **TRUE POINT OF BEGINNING**; thence continuing along said line, North 00°13'27" East, a distance of 13.00 feet; thence leaving said line South 89°53'00" East, a distance of 9.00 feet; thence North 00°13'27" East, a distance of 6.00 feet; thence South 89°53'00" East, a distance of 20.00 feet; thence South 00°13'27" West, a distance of 22.00 feet; thence North 89°53'00" West, a distance of 2.00 feet; thence South 00°13'27" West, a distance of 24.00 feet; thence North 89°53'00" West, a distance of 12.00 feet; thence South 00°13'27" West, a distance of 3.00 feet to the northerly line of said parcel A; thence along said line, North 89°53'00" West, a distance of 4.00 feet; thence leaving said line, North 00°13'27" East, a distance of 3.00 feet; thence North 89°53'00" West, a distance of 2.00 feet; thence North 00°13'27" East, a distance of 27.00 feet; thence North 89°53'00" West, a distance of 9.00 feet to the **TRUE POINT OF BEGINNING**.

Containing 1001.0 square feet, more or less.

See Exhibit 'B' attached hereto and made a part hereof.

Subject to easements, covenants, conditions, restrictions, reservations, rights,
rights-of-way, and other matters of record, if any.

This legal description is not intended to be used in the conveyance of land in violation of
the Subdivision Map Act of the State of California.

This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

02-25-21

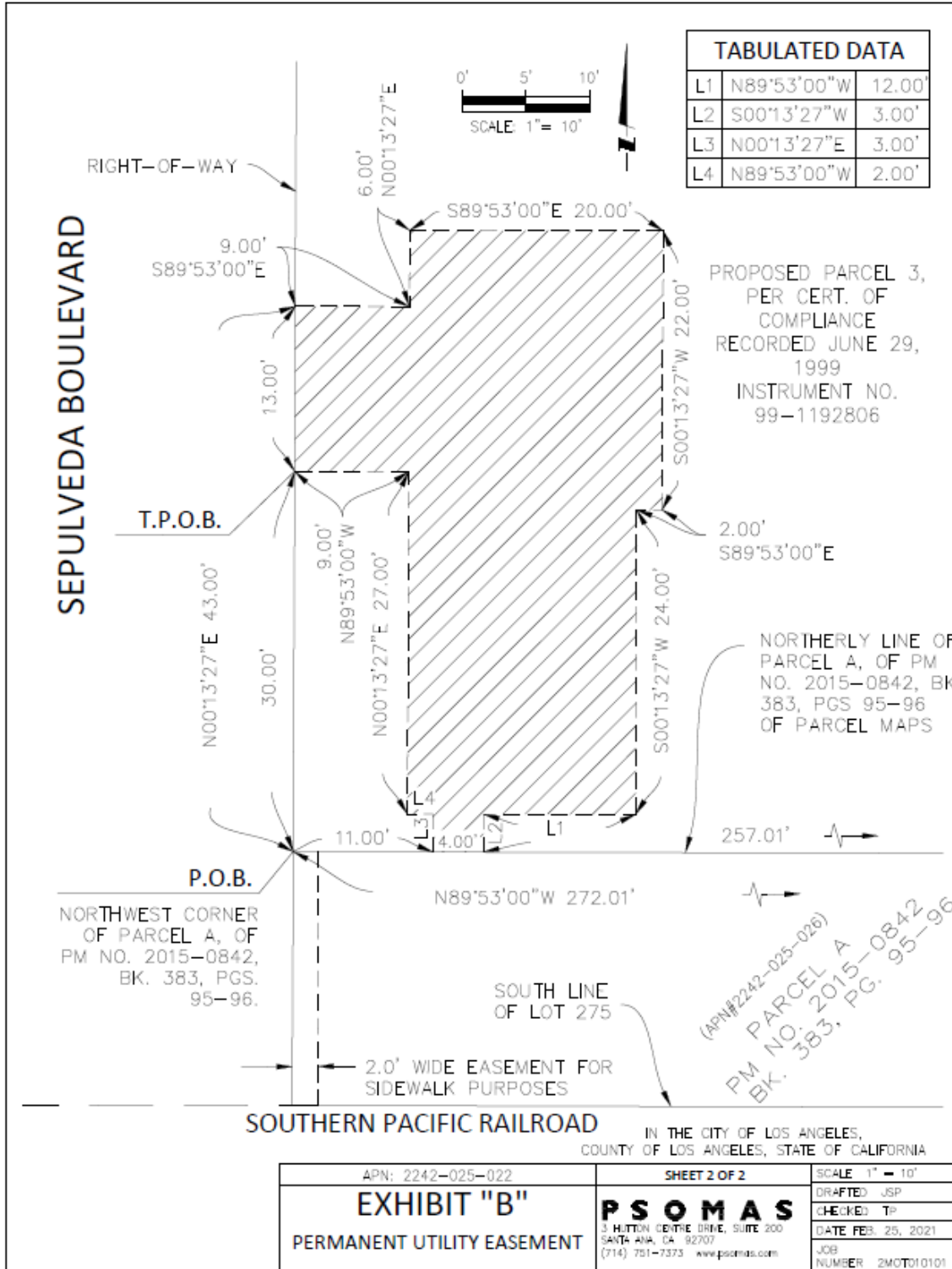
Date



Sheet 2 of 2

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PLAT MAP



LEGAL DESCRIPTION

EXHIBIT A
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
APN# 2242-025-022

PARCEL 1

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 275 of Tract No. 1000, as per map recorded in book 19, pages 1 to 34 inclusive of maps, as delineated as proposed parcel 3 in that certain certificate of compliance recorded June 29, 1999 as instrument no. 99-1192806 of official records of said Los Angeles County, being more particularly described as follows:

BEGINNING at the northwest corner of parcel A, per that certain Parcel Map L.A. No. 2015-0842, recorded September 24, 2015 in book 383, pages 95 and 96 of parcel maps, thence northerly along a line 29.00 feet parallel and easterly of the westerly line of said Lot 275, North 00°13'27" East, a distance of 30.00 feet to a point being referred to as **POINT "A"**; thence leaving said line, South 89°53'00" East, a distance of 9.00 feet; thence South 00°13'27" West, a distance of 27.00 feet; thence South 89°53'00" East, a distance of 2.00 feet; thence South 00°13'27" West, a distance of 3.00 feet to the northerly line of said parcel A; thence along said line, North 89°53'00" West, a distance of 11.00 feet to the **POINT OF BEGINNING**.

Containing 276.0 square feet, more or less.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

PARCEL 2

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of Lot 275 of Tract No. 1000, as per map recorded in book 19, pages 1 to 34 inclusive of maps, as delineated as proposed parcel 3 in that certain certificate of compliance recorded June 29, 1999 as instrument no. 99-1192806 of official records of said Los Angeles County, being more particularly described as follows:

BEGINNING at **POINT "A"** as referenced within Parcel 1 of this description, thence North 00°13'27" East, a distance of 13.00 feet to the **TRUE POINT OF BEGINNING**, thence continuing along said line, North 00°13'27" East, a distance of 11.00 feet; thence leaving said line South 89°53'00" East, a distance of 34.00 feet; thence South 00°13'27" West, a distance of 27.00 feet; thence South 89°53'00" East, a distance of 2.00 feet; thence South 00°13'27" West, a distance of 27.00 feet to the northerly line of said parcel A; thence along said line, South 89°53'00" East, a distance of 17.00 feet; thence leaving said line, North 00°13'27" East, a distance of 3.00 feet; thence South 89°53'00" East, a distance of 12.00 feet; thence North 00°13'27" East, a distance of 24.00 feet; thence South 89°53'00" East, a distance of 2.00 feet; thence North 00°13'27" East, a distance of 22.00 feet; thence North 89°53'00" West, a distance of 20.00 feet; thence South 00°13'27" West, a distance of 6.00 feet; thence North 89°53'00" West, a distance of 9.00 feet to the **TRUE POINT OF BEGINNING**.

Containing 505.0 square feet, more or less.

See Exhibit 'B' attached hereto and made a part hereof.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

Sheet 2 of 3

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This legal description was prepared by me or under my direction.



Thomas P. Pilarski, PLS 8732

02-26-21

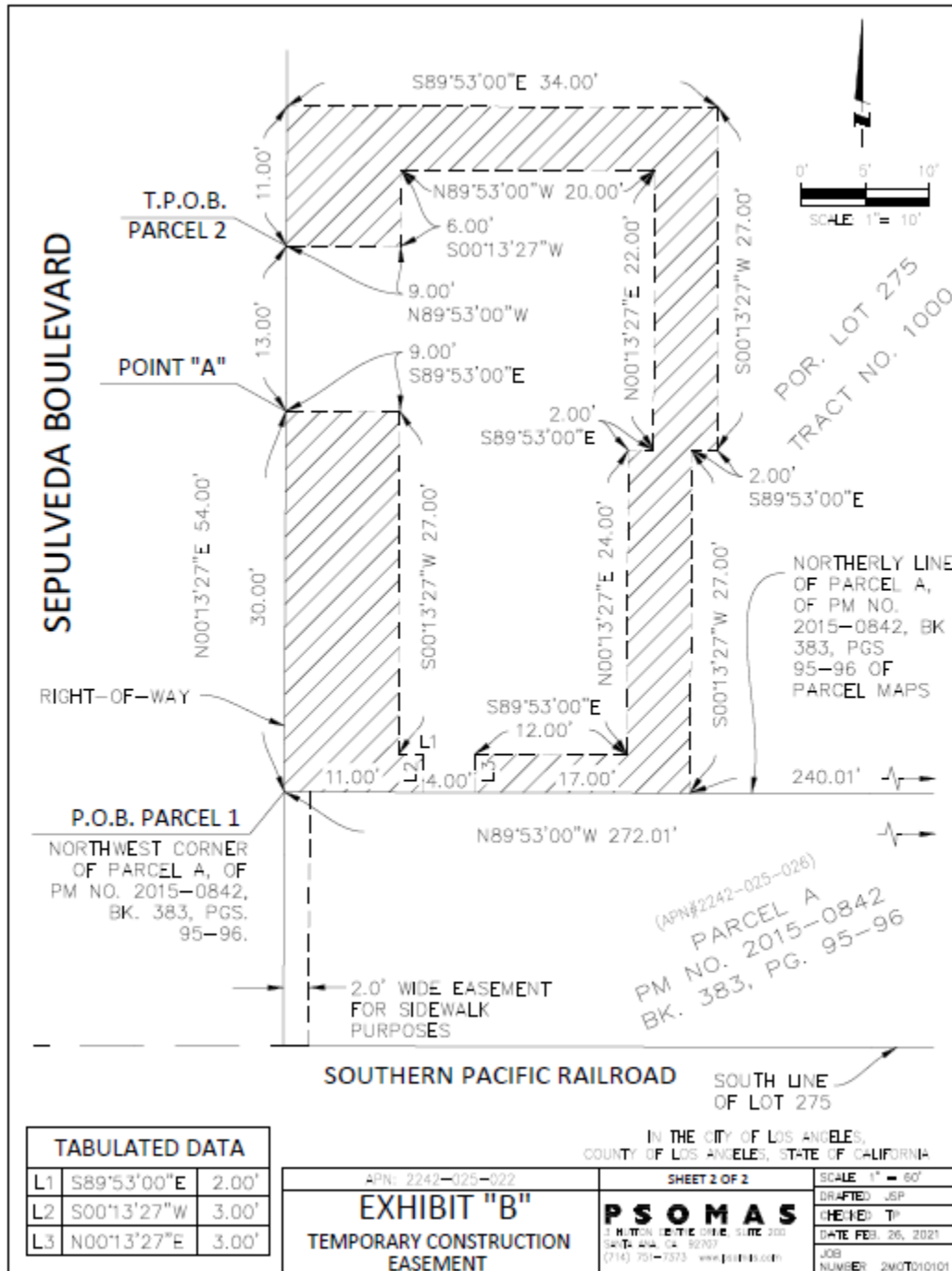
Date



Sheet 3 of 3

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PLAT MAP



Hearing to Adopt Resolution of Necessity

Metro G Line (Orange) Bus Rapid Transit

Improvement Project

Board Meeting: February 24, 2022

File # 2021-0654

Hearing to Adopt Resolution of Necessity Metro G Line (Orange) Bus Rapid Transit Improvement Project

Project:

- This project will upgrade the existing line with grade separations on major streets, better signal priority technology, electronic bus connectivity and a four-quadrant gating system for a faster trip in the San Fernando Valley.

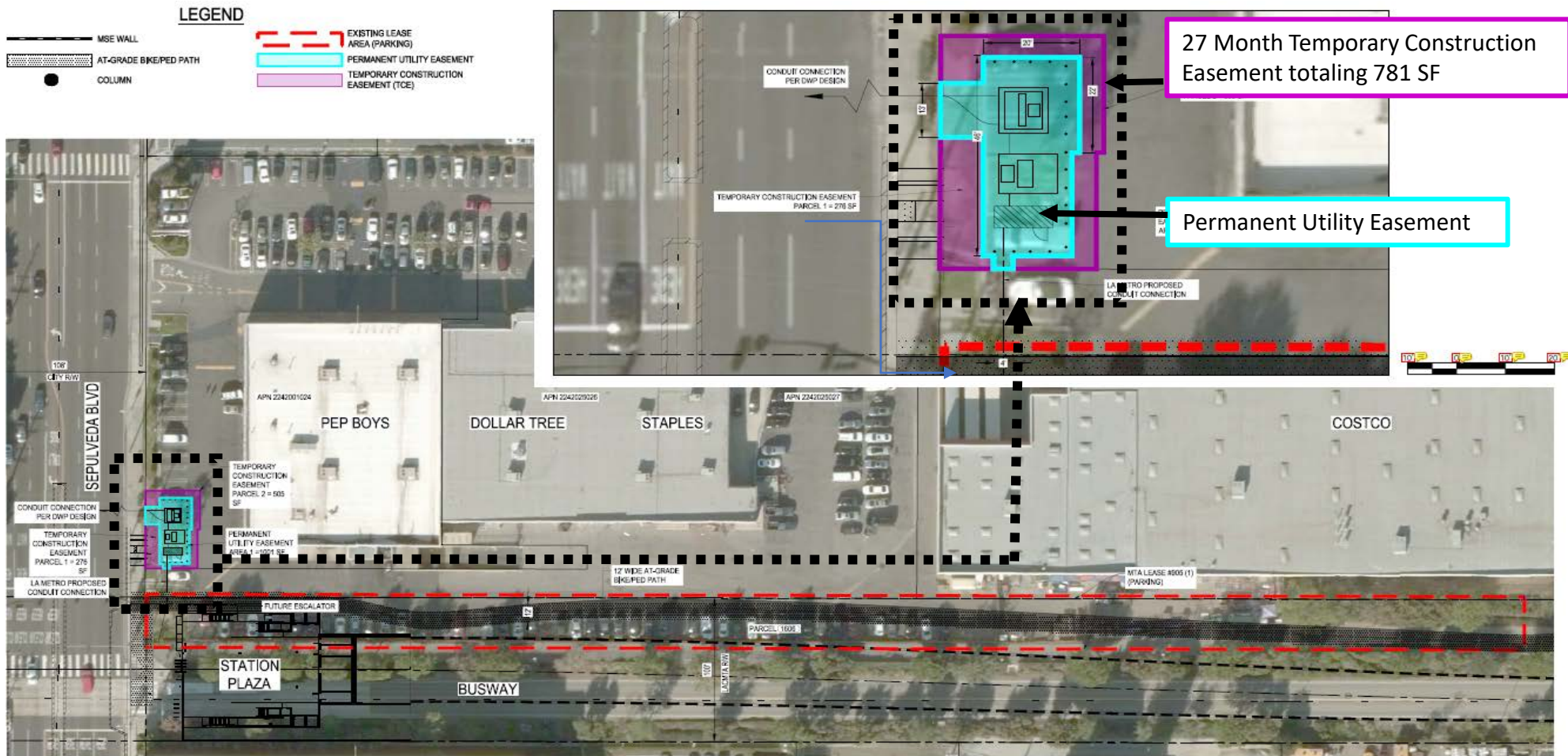
Property Impacts:

- **Temporary Construction Easement (TCE):** A 27-month TCE is required for access to install power equipment.
- **Permanent Utility Easement (PUE)** is required for the permanent power equipment to support the elevated station at Sepulveda Boulevard.
- No structures are impacted.
- Project impacts will not create a displacement.

Property Location:

- 6110 Sepulveda Boulevard, Van Nuys, CA 91411
- APN: 2242-025-022

Hearing to Adopt Resolution of Necessity Metro G Line (Orange) Bus Rapid Transit Improvement Project- Permanent Utility Easement and 27-Month Temporary Construction Easement



Hearing to Adopt Resolution of Necessity Metro G Line (Orange) Bus Rapid Transit Improvement Project

Staff recommends that the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.



Board Report

File #: 2021-0655, File Type: Policy

Agenda Number: 31.

REGULAR BOARD MEETING FEBRUARY 24, 2022

**SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT
RESOLUTION OF NECESSITY**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. HOLDING a public hearing on the proposed Resolution of Necessity.
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Permanent Underground Utility Easement ("PUUE") and Temporary Construction Easement ("TCE") from the property located at 6104-6108 Sepulveda Boulevard, Van Nuys, CA 91411 with APNs of 2242-025-026 & 2242-025-027 (the "Property Interests") as identified in (Attachment A).

(REQUIRES 2/3 VOTE OF THE BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvements Project ("Project"). After testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property by eminent domain. Attached is evidence submitted by staff that supports adoption of the resolution and which sets forth the required findings (Attachment A).

BACKGROUND

The Property Interests consist of a PUUE and TCE. The PUUE is required for the installation of underground conduit. The underground conduit is necessary to connect the Los Angeles Department of Water and Power (LADWP) and LACMTA equipment located on an adjacent parcel to the planned elevated station at Sepulveda Boulevard. The area of the PUUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The TCE is required to facilitate installation of the underground conduit infrastructure. The TCE surrounds the perimeter of the PUUE and grants

temporary access to the subject area within the Property Interests. The TCE will remain in place during the Project construction period and shall have a duration of thirteen (13) months.

A written offer of Just Compensation to purchase the Property Interests was presented to the Owner of Record ("Owner") of the Property on May 6, 2021, as required by California Government Code Section 7267.2. The Owner has not accepted the offer of Just Compensation made by LACMTA, and the parties have not at this time reached a negotiated settlement for the acquisition. Because the Property Interests are necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule.

In accordance with the provision of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice of this hearing to the Owner informing them of the right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Property is necessary for the Project; (4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence; (5) that any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA) has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

There are no displacements as a result of the acquisition of the Property Interests.

DISCUSSION

Findings

The Property Interests are necessary for construction of the Project; therefore, staff recommends the acquisition of the Property Interests through eminent domain to maintain the Project schedule.

Considerations

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). After LACMTA's Board receives testimony and evidence from all interested parties, LACMTA must make a determination as to whether to acquire the Property Interests by eminent domain and adopt the proposed Resolution of Necessity (Attachment B). The Board must find and determine that based upon all the evidence and the existence of the above stated conditions, acquisition by eminent domain is necessary; and a two-thirds vote of all the members of its governing body is required to adopt the Resolution of Necessity.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funding for the acquisition of the Property is included in the Fiscal Year 2022 (FY22) budget under Project 871405 Metro G Line (Orange) Bus Rapid Transit Improvement Project, Cost Center 8510, Account Number 53103 (Acquisition of Land) and Fund 6003.

Impact to Budget

The approved FY22 budget is designated for the Metro G Line (Orange) Bus Rapid Transit Improvement Project and does not have an impact to operations funding sources.

EQUITY PLATFORM

No other alternative locations for the Project provide greater public good with less private injury. There are no displacements resulting from the acquisition of these Property Interests. An offer for the Property was made in May 2021, based on an appraisal of fair market value. Fair market value is defined as "the **highest** price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners since May 2021, but agreement has not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Strategic Plan Consistency

The Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire these Property Interests for the Metro G Line Bus Rapid Transit Improvement Project which will provide an additional mobility option.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommendations. This is not recommended as it will hamper the Real Estate division's ability to respond quickly to the Project's needs resulting in significant delays and cost increases for the Project.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain an Order of Prejudgment Possession in accordance with the provisions of the eminent domain law.

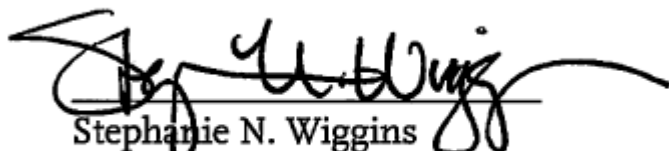
ATTACHMENTS

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Deputy Executive Officer-Real Estate, (213) 922-7051
Holly Rockwell, Senior Executive Officer, Real Property Management & Development,
(213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY INTERESTS REQUIRED FOR THE METRO G LINE (Orange) BUS RAPID TRANSIT IMPROVEMENT PROJECT (“PROJECT”)

BACKGROUND

The Property Interests are required by the Los Angeles County Metropolitan Transportation Authority (“LACMTA”) for the construction and operation of the Project. The parcel address, record property owner, purpose of the acquisition, and nature of the property interests sought to be acquired for the Project are summarized as follows:

Assessor's Parcel Number	Parcel Address	Property Owner	Purpose of Acquisition	Property Interest(s) Sought
2242-025-026 2242-025-027	6104-6108 Sepulveda Blvd, Van Nuys, CA 91411	6104 Sepulveda Property, LLC, Charles Gumbiner Enterprises, LLC, USR Real Estate Holdings LLC	Construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvements Project	Permanent Underground Utility Easement (PUUE) and a 13-Month Temporary Construction Easement (TCE)

Property Requirements:

The following property requirements apply to the affected property listed in the above table:

Purpose of Acquisition: Construction and operation of the Metro G Line (Orange) Bus Rapid Transit Improvement Project.

Property Interests Sought: The PUUE is necessary to connect Los Angeles Department of Water and Power (LADWP) and LACMTA equipment located on adjacent parcel to the planned elevated station at Sepulveda Boulevard. The area of the PUUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The TCE is required to facilitate installation of LACMTA underground conduit. The TCE surrounds the perimeter of the PUUE and grants temporary access to the subject area within the Property. The TCE will remain in place during the Project construction period and shall have a duration of thirteen (13) months. The PUUE and TCE are collectively referred to as the Property Interests.

A written offer was delivered to the Property Owners by letter dated May 6, 2021, for acquisition of the Property Interests. The Property Owners have not accepted the offer of just compensation.

A. The public interest and necessity require the Project.

The need for the Project is generated by the findings and recommendations resulting from the Technical Study and a concept for improving the G Line (Orange) Bus Rapid Transit (BRT) in accordance with Measure M.

The public interest and necessity require the Project because the Project will:

1. Improve operational safety, operation speeds, ridership and capacity;
2. Benefit the surrounding community by decreasing travel time, improving air quality, enhancing access to the corridor and promoting transit-oriented communities;
3. Support value for money throughout design and construction and cost certainty throughout construction;
4. Ready the corridor for conversion to light rail transit in the future;
5. Ensure connectivity and accommodate two other intended intersecting transit projects (the East San Fernando Valley and Sepulveda Pass Transit Corridors);
6. Support fulfillment of LACMTA's L.A. County Traffic Improvement Plan, as authorized under Measure M.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

A Technical Study was authorized by the Board in January 2016. The core goals of the project are to improve operating speeds/reduce bus travel times to move customers more efficiently and safely through the corridor. Improvements studied included grade separations, minor street closures, better transit signal priority technology, electronic bus connectivity to facilitate bus platooning and a four-quadrant gating system. Six alternatives were packaged together out of numerous individual potential improvements. In April 2017, the Board approved the recommended alternative that included a single-grade separation structure spanning from Van Nuys to Sepulveda Boulevards and three intersecting streets in between with the relocation of existing stations to elevated stations and installation of four quadrant gates at all other intersections. After further conceptual design, updating preliminary cost estimates and coordination with City of Los Angeles Department of Transportation, in July of 2018 the Board approved an updated project description that modified the grade separated structure from one single grade separation

spanning from Van Nuys to Sepulveda Boulevards to two standalone aerial grade separated busway and station structures at Van Nuys and Sepulveda Boulevards.

The Project will cause private injury, however, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property is necessary for the Project.

The Property Interests are required for construction and operation of the Project. A new LADWP service and LACMTA equipment will be required to provide sufficient power to the new elevated Metro G Line Sepulveda Station. The underground conduit is necessary to connect Los Angeles Department of Water and Power (LADWP) and LACMTA equipment located on an adjacent parcel to the planned elevated station at Sepulveda Boulevard. The area of the PUUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The 13-month TCE is required to facilitate the installation of the underground conduit and will provide temporary access to the subject areas within the Property. There are no suitable locations within the Metro ROW to locate the underground conduit, therefore, the infrastructure is required to be located on the Property.

Staff recommends that the Board find that the acquisition of the Property Interests is necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the Owner, or the offer has not been made because the Owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer be made to the Owner in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the property. In addition, the agency is required to provide the Owner with a written statement of, and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property:

1. Obtained an independent appraisal to determine the fair market value of the

Property Interests, which included consideration existing use of the Property, highest and best use of the Property, and impact to the remainder;

2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;
3. Determined the Owner(s) of the Property by examining the county assessor's record and a preliminary title report;
4. Made a written offer to the Owner(s) for the full amount of just compensation - which was not less than the approved appraised value; and
5. Provided the Owner(s) with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above Evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate “passenger and commuter services” improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

**RESOLUTION OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
DECLARING CERTAIN REAL PROPERTY INTERESTS NECESSARY FOR PUBLIC
PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE
EXERCISE OF EMINENT DOMAIN
METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENTS PROJECT,
("PROJECT")**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests consist of the acquisition of a Permanent Underground Utility Easement ("PUUE") and a 13-month Temporary Construction Easement ("TCE"), as described more specifically in the legal descriptions Exhibits "A-1" and "A-2", respectively, and depicted in the plat maps Exhibit "B-1" and "B-2", respectively, (hereinafter, the "Property Interests"). The PUUE is required for installation of LACMTA underground conduit. The area of the PUUE is located within a portion of the parking lot along the Sepulveda Boulevard frontage. The 13-month TCE is required to facilitate installation of the LACMTA underground conduit. The TCE surrounds the perimeter of the PUE and grants temporary access to the subject area within the Property. The TCE will remain in place during the Project construction period and shall have a duration of thirteen (13) months.

Section 4.

(a.) The acquisition of the above-described Property Interests is necessary for the development, construction, operation, and maintenance of the Metro G Line (Orange) Bus Rapid Transit Improvement Project ("Project");

(b.) In July 2018, the Board approved a determination that the Project is Statutorily Exempt, pursuant to CEQA Guidelines Section 15275(a) (Public Resources Code Section 21080(b)(11)) and is consistent with the intent of the legislature to facilitate "passenger and commuter services" improvements to HOV lanes already in use. In July 2018, the Board authorized the filing of a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain

Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the proposed Project;

(b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;

(d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose property is to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scope and descriptions of easements or other Property to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 27th day of January 2022.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: _____

ATTACHMENTS

Exhibit A-1 and A-2 – Legal Description

LEGAL DESCRIPTION

EXHIBIT A

LEGAL DESCRIPTION

PERMENANT UNDERGROUND UTILITY EASEMENT

APN# 2242-025-026

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of parcel A of Parcel Map L.A. No. 2015-0842, recorded September 24, 2015 in book 383, pages 95 and 96 of Parcel Maps, of official records of said Los Angeles County, being more particularly described as follows:

BEGINNING at the northwest corner of said parcel A, thence along the northerly line of said parcel, South 89°53'00" East (North 89°53'48" East, per PM No. 2015-0842), a distance of 11.00 feet to the **TRUE POINT OF BEGINNING** ; thence continuing along said line South 89°53'00" East, a distance of 4.00 feet; thence leaving said line South 00°13'27" West, a distance of 20.00 feet to the southerly line of said parcel; thence along said line, North 89°53'00" West (North 89°53'48" East, per PM), a distance of 4.00 feet; thence leaving said line, North 00°13'27" East, a distance of 20.00 to the **TRUE POINT OF BEGINNING**.

Containing 80.0 square feet, more or less.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

This legal description was prepared by me or under my direction.



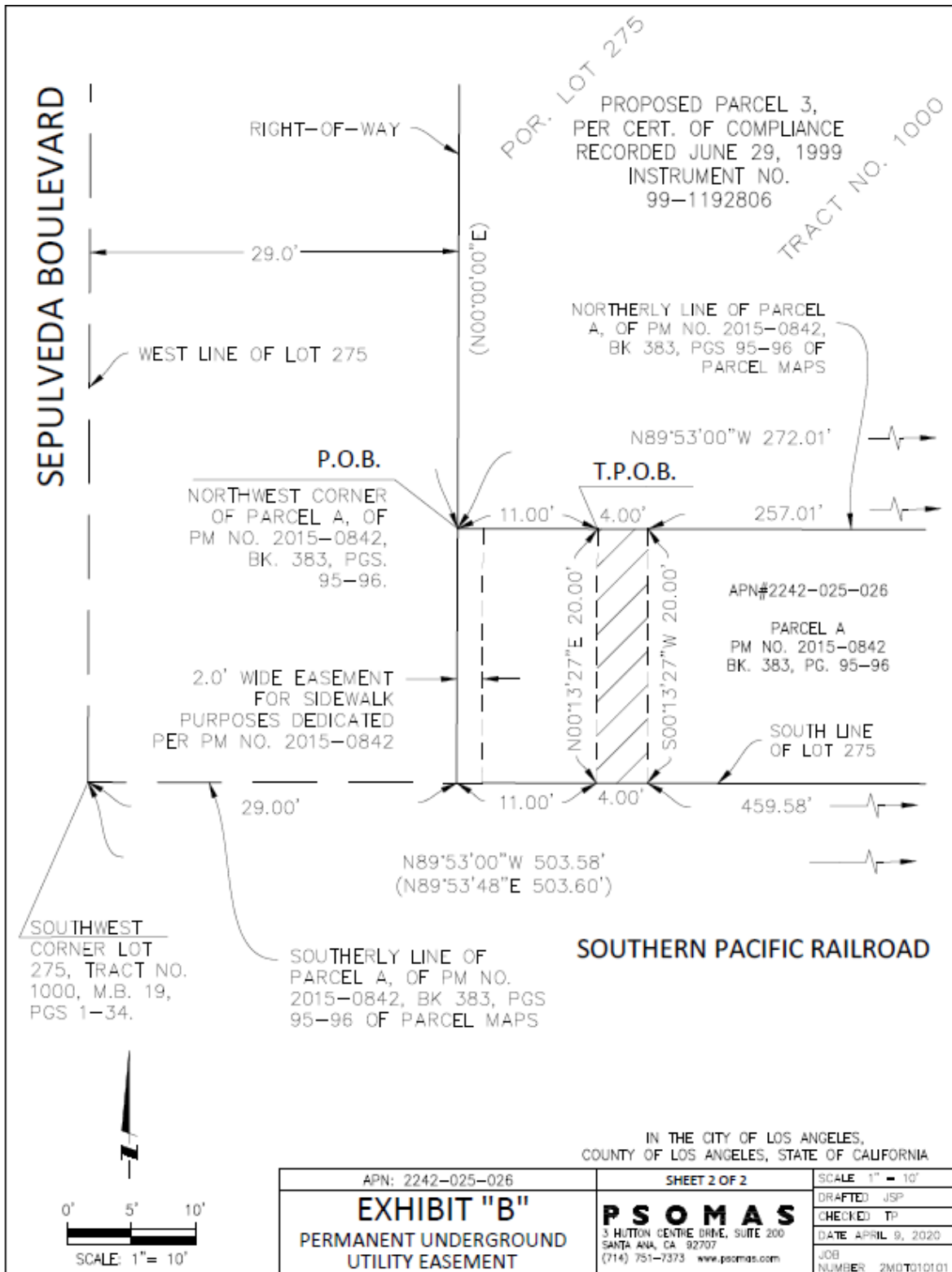
Thomas P. Pilarski, PLS 8732

04-09-20

Date



PLAT MAP



LEGAL DESCRIPTION

EXHIBIT A
LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
APN# 2242-025-026

That certain parcel of land situated in the City of Los Angeles, County of Los Angeles, State of California, being that portion of parcel A of Parcel Map L.A. No. 2015-0842, recorded September 24, 2015 in book 383, pages 95 and 96 of Parcel Maps, of official records of said Los Angeles County, being more particularly described as follows:

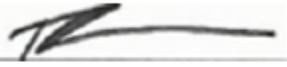
BEGINNING at the northwest corner of said parcel A, thence along the northerly line of said parcel, South 89°53'00" East (North 89°53'48" East, per PM No. 2015-0842), a distance of 32.00 feet; thence leaving said line South 00°13'27" West, a distance of 2.00; thence, North 89°53'00" West a distance of 12.00 feet; thence South 00°13'27" West, a distance of 18.00 feet to the southerly line of said parcel; thence along said line, North 89°53'00" West (North 89°53'48" East, per said PM), a distance of 14.00 feet; thence leaving said line, North 00°13'27" East, a distance of 18.00 feet; thence North 89°53'00" West, a distance of 6.00 feet westerly line of said parcel A; thence along said line North 00°13'27" East, a distance of 2.00 feet to the **POINT OF BEGINNING**.

Containing 315.9 square feet, more or less.

Subject to easements, covenants, conditions, restrictions, reservations, rights, rights-of-way, and other matters of record, if any.

This legal description is not intended to be used in the conveyance of land in violation of the Subdivision Map Act of the State of California.

This legal description was prepared by me or under my direction.



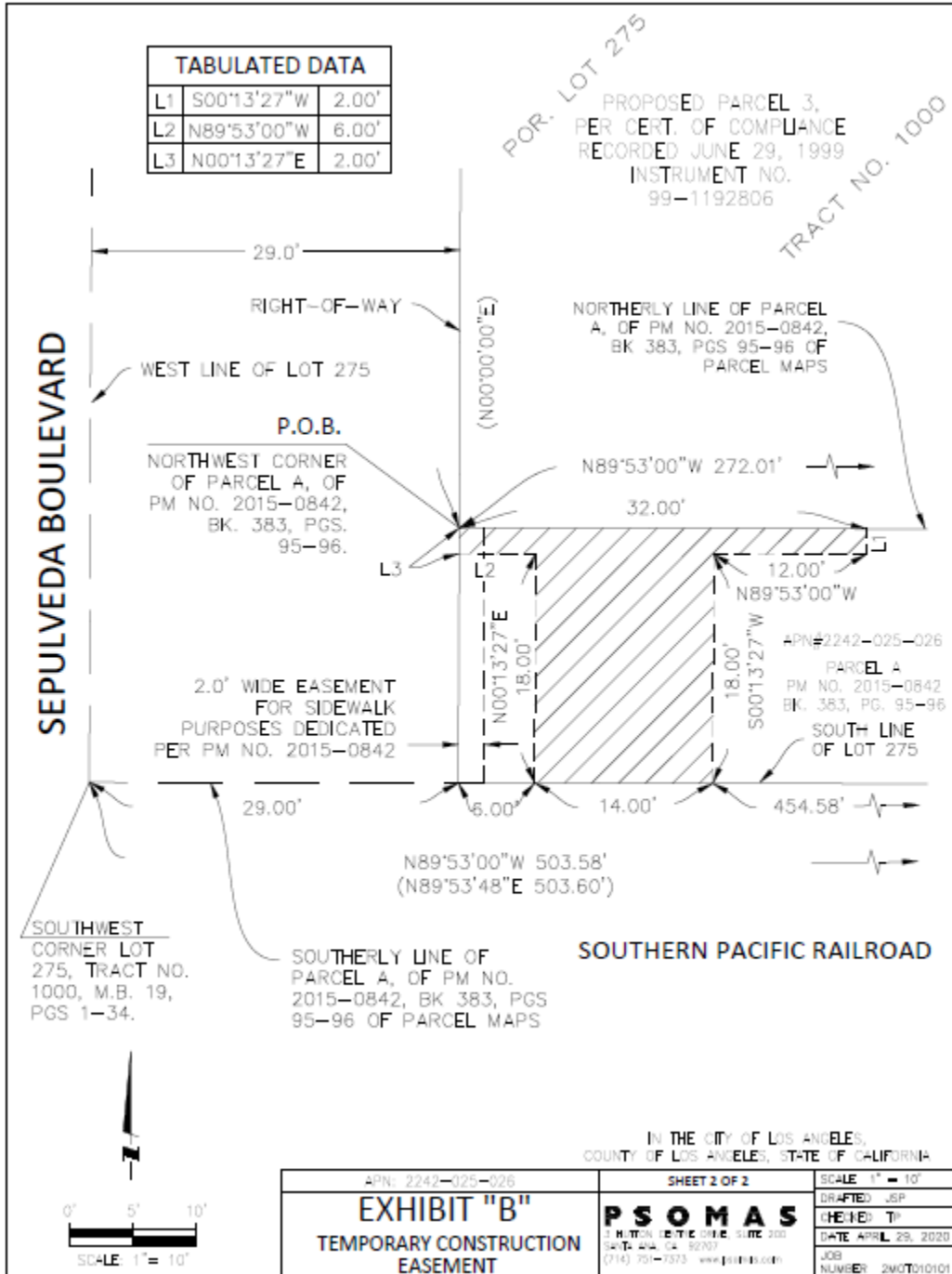
Thomas P. Pilarski, PLS 8732

04-29-20

Date



PLAT MAP



Hearing to Adopt Resolution of Necessity

Metro G Line (Orange) Bus Rapid Transit

Improvement Project

Board Meeting: February 24, 2022

File # 2021-0655

Hearing to Adopt Resolution of Necessity Metro G Line (Orange) Bus Rapid Transit Improvement Project

Project:

- This project will upgrade the existing line with grade separations on major streets, better signal priority technology, electronic bus connectivity and a four-quadrant gating system for a faster trip in the San Fernando Valley.

Property Impacts:

- **Temporary Construction Easement (TCE):** A 13-month TCE is required for access to install power equipment.
- **Permanent Underground Utility Easement (PUUE)** is required for the permanent underground power equipment to support the elevated station at Sepulveda Boulevard.
- No structures are impacted.
- Project impacts will not create a displacement.

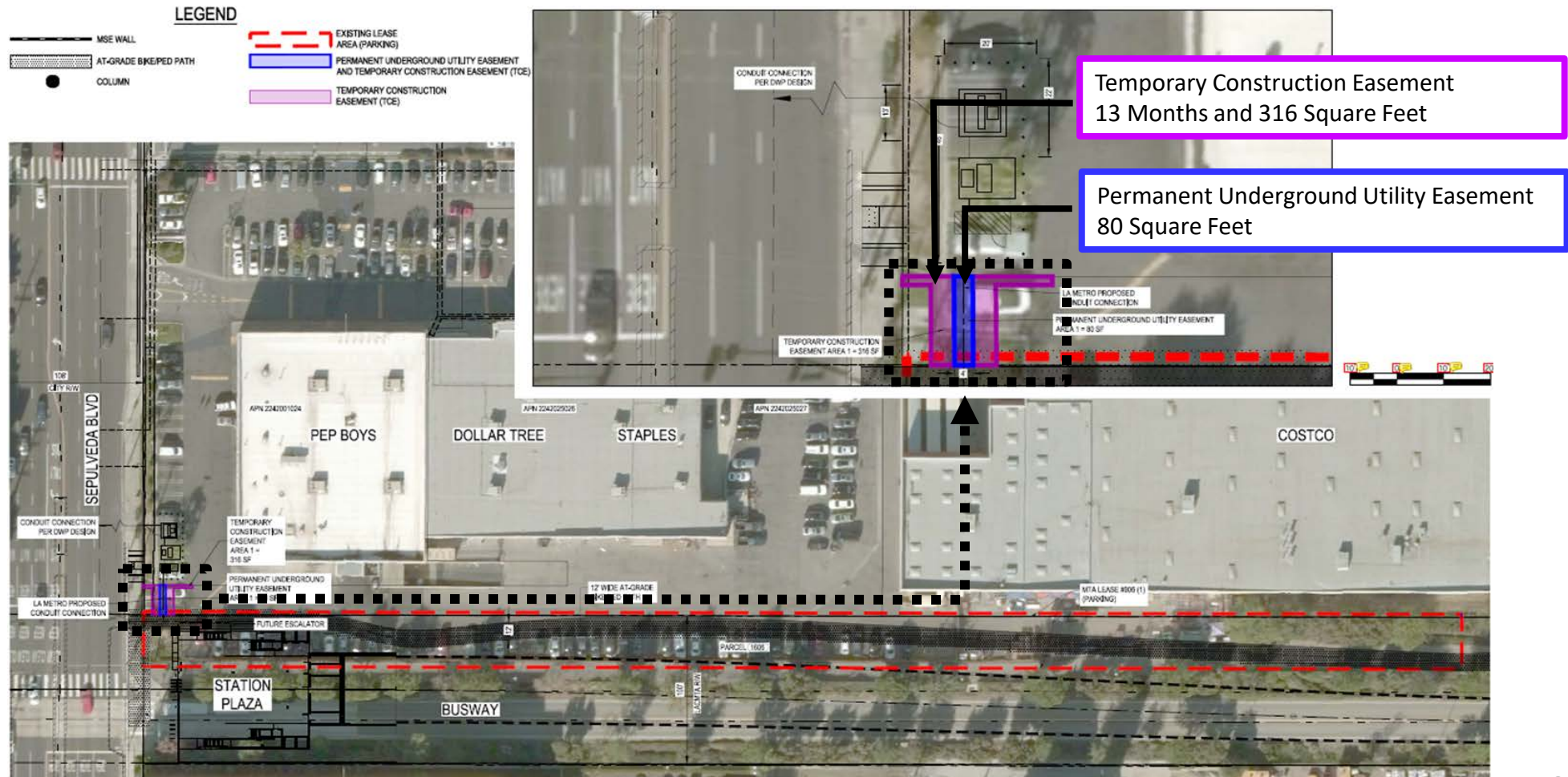
Property Location:

- 6104-6108 Sepulveda Boulevard, Van Nuys, CA 91411
- APN: 2242-025-026 and 2242-025-027

Hearing to Adopt Resolution of Necessity

Metro G Line (Orange) Bus Rapid Transit Improvement Project

Permanent Underground Utility Easement and 13-Month Temporary Construction Easement



Hearing to Adopt Resolution of Necessity Metro G Line (Orange) Bus Rapid Transit Improvement Project

Staff recommends the Board make the below findings and adopt the Resolution of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- Whether the statutory requirements necessary to acquire the property or property interest by eminent domain have been complied with by LACMTA.



Board Report

File #: 2022-0054, **File Type:** Informational Report

Agenda Number: 33.

REGULAR BOARD MEETING FEBRUARY 24, 2022

SUBJECT: RESPONSE TO MOTIONS ON COMMITMENT TO REIMAGINING PUBLIC SAFETY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Reimagining Public Safety Framework, which is inclusive of the report back on Motions 26.2 and 25.1 Policing Alternatives, Motion 44 Mental Health Resources, and a peer review of Customer Codes of Conduct.

ISSUE

Since 2020, the Metro Board has called on staff, through various directives, to give significant attention to transforming and reimagining Metro's public safety programs and initiatives. Shaped by considerable feedback from the Public Safety Advisory Committee (PSAC), Metro employees, and the general public, Metro is better aligning operations to the needs of the public through intentional and equity-driven public safety initiatives. This report provides a status on these initiatives - Motion 26.2 & 25.1, the alternative approaches to Public Safety (Attachments A & B), Mental Health Resources Motion 44 (Attachment C) and the Customer Code of Conduct review, and a summary of the new intelligence led public safety strategic framework for Metro to serve as the bridge between ideas and action.

BACKGROUND

Following the George Floyd protests in 2020, a national dialogue erupted about the state of public safety and policing in America. Community activists and many voices in communities of color argued that over-policing created inequitable treatment and too many situations of unnecessary violence, while law enforcement expressed frustration about being called on to manage scenarios they were not trained for, such as social work and mental health emergencies. But as the conversation evolves, it is clear that while law enforcement is necessary to uphold laws and reduce crime, the approach to public safety should be comprehensively reexamined and reimagined to be more diversified.

In response to growing calls for reforms, the Metro Board of Directors sought open, fresh dialogue to explore the relationship between public safety and the Metro rider and employee experience. In particular, the Board was seeking recommendations to explore and identify opportunities to improve

the agency's policing practices and expand available public safety tools to offer a diverse range of solutions that address a broader scope of issues.

Establishing PSAC

At the June 2020 Board meeting, the Board approved Motions 37 and 37.1 (Attachments D and E), directing Metro staff to convene a public safety advisory committee (PSAC) and, in partnership, develop a community-based approach to public safety on the transit system. PSAC has taken up the concept of security as a broad, inter-related ecosystem of services and infrastructure to help all riders and employees feel safe. Metro continues to advance safety strategies to meet the needs and expectations of employees and transit riders.

Investing in Change

At its meeting on March 25, 2021, the Board approved funding for alternative public safety strategies through Motion 26.2 including at least \$40 million for initiatives consistent with the Equity Platform and the Customer Experience Plan. In addition, at its meeting on December 2, 2021, the Board requested a report back on the status of the initiatives in February 2022. The Board also directed to maintain a minimum commitment of \$40 million for policing alternatives outlined in Motion 26.2 during the development of the FY23 budget and rolling over unspent funding from FY22.

Voice of the Customer

In the summer of 2021, Metro conducted a Public Safety Survey of customers, including those on the system who were also experiencing homelessness. These surveys were conducted to get a full 360-degree perspective on public safety issues and revealed that all groups agreed that security and law enforcement staff should be more of a priority for Metro regardless of race. This important survey highlighted the demand for comprehensive safety and security measures, with riders supporting a multi-faceted approach that includes:

1. Most riders, including people experiencing homelessness, usually feel safe on Metro except at night.
2. Women and nonbinary individuals tend to feel less safe than men.
3. Top rider priorities include:
 - Lighting and emergency call buttons at stations and bus stops
 - Staff who can assist people with disabilities
 - Social workers and mental health professionals
 - Transit Ambassadors
4. Many respondents support both armed and unarmed staff on the system. Over 60% want law enforcement and armed security staff to be a priority, and this support spans all race/ethnicity categories.
5. Even more, over 70% want unarmed security staff to be a priority.
6. A slim majority wants Metro to allow people experiencing homelessness to ride just like

anyone else, while a third wants Metro to be “tougher” about removing them from buses and trains.

Voice of the Metro Employee

In the fall of 2021, more than 2,440 Metro employees completed a safety and security survey. Not surprisingly, like riders, Metro employees are concerned about safety on the system, voicing concerns about being assaulted while doing their job, especially bus operators and other front-line workers such as custodians. More than 80% of employees said that police and armed security should be more of a priority, with the level of support even higher among front-line employees like bus and rail operators and custodial staff.

Key findings from the survey:

1. When thinking about their recent experience on Metro, only 29% of the employees felt safe all or most of the time, with 39% feeling safe rarely or never.
2. Two-thirds of employees felt having LASD, local police, and/or armed Metro TSO on Metro should be much more of a priority (64%, 66%, and 67%, respectively).
3. Twenty percent of employees agreed with the statement that Metro needs to allow people experiencing homelessness to ride buses and trains, while 70% agreed with the statement that Metro needs to get tougher about removing people experiencing homelessness from buses and trains.

Survey results were made available to the PSAC and Metro staff to help inform recommendations around public safety reforms on Metro.

Customer Code of Conduct

The customer code of conduct sets the foundation for the delivery of public safety services for our riders. At the request of Chair Solis at the December 2022 meeting, the CEO is assessing the code given the disproportionate amount of citations and warnings to African-Americans and Latinos in relation to their level of ridership. A status report was requested for this month.

What is your ethnicity?	
	Percent
Latino	59%
African American	16%
White	11%
Asian/Pac. Isl.	8%
Native American	1%
Other	4%
Total	100%

(2019 Metro On Board Survey)

Critical Mental Healthcare Resources

In recognition of the growing need for homeless outreach and mental health resources to respond to

individuals experiencing a cognitive crisis on the Metro system, at its January 27, 2022 meeting, the Board directed the CEO, through Motion 44, to partner with the County's multidisciplinary homeless outreach teams, work with the LA County CEO and Department of Mental Health (DMH) to conduct an assessment of the crisis response deployment on the Metro system, and the Board delegated authority to the CEO to expand the Alternative Crisis Response Program with DMH. A report back on the status of Motion 44 is required this month.

DISCUSSION

Status of Motion 26.2

Motion 26.2 directs staff to develop and strengthen alternative approaches to public safety and authorizes the investment in various safety and homelessness initiatives as outlined in the motion. These recommended initiatives have been evaluated for feasibility and impact and are in various stages of implementation as summarized in the Program Initiative Fact Sheets (Attachment F) and include the current status of each effort. The fact sheets also highlight where the initiative fits within the Board approved Public Safety Values. In addition, the fact sheets detail considerations related to the specific initiative, including projected launch dates, and program elements. Funding considerations will be addressed as part of the FY23 budget development.

Metro staff has also been working on additional safety initiatives included in Attachment F. Both Motion 26.2 and staff initiatives were cross-referenced with the Customer and Employee Public Safety and Security survey results to ensure the initiatives would address customer and employee concerns.

Status of Motion 44, Providing Critical Mental Healthcare & Connections to Housing

One layer in Metro's overall public safety strategy involves refining Metro's homelessness outreach and engagement efforts. The growth in the unhoused on our system coupled with individuals experiencing a cognitive crisis, serves as the top threat to our ability to retain and grow ridership on the Metro bus and rail system. Staff is engaging a consultant to conduct a comprehensive review and assessment of Metro's existing programs. Concurrently, Metro can streamline its efforts to invest in equitable outreach, engagement, and potential housing options. Staff is also increasing partnerships to bring additional outreach workers and expanded outreach hours throughout the transit system and exploring the following additional resources:

- 1. Pilot with LA Mission:** In January 2022, the LA Mission signed on for an outreach pilot at several key Metro stations. Additionally, the Department of Health Services (DHS) partners activated Service Planning Area coordinators to provide expanded outreach and additional resources to encampment sites adjacent to Metro's properties, including Union Station and the Cesar Chavez Bus Plaza at Vignes Street.
- 2. Social work/Medical Student Program:** Staff is creating a program for social work and medical students to receive practical hours as outreach workers on the Metro system. Staff has been working closely with the County Department of Health Services and SEPTA, which have implemented student medical programs

3. **Temporary Housing Solutions:** Due to housing constraints, Metro's PATH teams are temporarily placing individuals in motels to quickly house people as a temporary solution while communal emergency and interim housing facilities are under quarantine. PATH is deployed to Union Station, 7th and Metro, and other critical stations and has been asked to continue outreach on the exterior of the station areas and throughout platforms and rail cars.
4. **Partnership with DMH:** Metro is coordinating with DMH on multiple fronts to implement the directives of Motion 44. While DMH is faced with hiring challenges for clinicians, they have indicated that they can support Metro with Community Mental Health Ambassadors. Additionally, DMH is facilitating the use of the UCLA Prevention Center of Excellence to provide training support for Metro personnel to build up our employees' capacity to identify mental health concerns on the system and trigger proper responses from clinical providers. Finally, Metro and DMH continue to strategize how to procure and assess the critical crisis response needs on the Metro system.
5. **LASD Coordination:** On February 2, 2022, CEO Wiggins sent a letter to Los Angeles County Sheriff Alex Villanueva requesting the services of the Countywide Homeless Outreach Services Teams and the Mental Evaluation Teams to assist Metro in enhancing safety and security on the system.
6. **Federal Grant Funding:** Metro recently applied for a federal EDA ARPA Good Jobs Challenge grant for the Room to Work and Equitable Career Pathways in Transit program. This program will prioritize training and employing individuals who have experienced chronic homelessness and use the Metro system as shelter. Metro will create 90 new two-year positions as new entry points into the Operations Department if successful.
7. **LAHSA Coordination:** On February 17, 2022, CEO Wiggins met with Heidi Marsten, Executive Director of Los Angeles Homeless Services Authority (LAHSA), to request additional support and coordination in case management efforts, resources for emergency housing opportunities for individuals sheltering on the Metro system, and participation in the upcoming annual homeless count administered by LAHSA.

Status of CEO Review of the Customer Code of Conduct

LA Metro's Code of Conduct is a mix of criminal and administrative violations. Approximately 33% of the code of conduct items are tied to the California Penal Code or California Public Utilities Code. A preliminary analysis of the code of conduct for 2018-2020 indicates that 95%-97% of citations and warnings are for fare evasion and the balance of 3%-5% are non-fare evasion related. The majority of citations and warnings were given to African Americans (50%) and Latinos (~25%). This is disproportionate given the ridership of African Americans is 16% and 59% Latino on our system in 2019.

While the current outcomes do not rise to the level of formal discrimination, racial inequities and racial harm are made evident through the initial analysis of the data. The goal is to provide a

welcoming climate for all riders.

The traditional focus of the Customer Code of Conduct has been on the rider instead of the outcomes. Typically, monthly status reports to the Operations Committee do not include disaggregated data by race and gender on the non-fare evasion related citations and warning. As a result, the CEO has initiated an assessment of the code that includes an evaluation of codes of conduct across different industries, including public transportation, for their content, distribution methods, accessibility, and reach in both physical and digital space (Attachment G). Staff will return to the Board once the comprehensive review is complete with recommendations.

It is important to note that during the month of January 2022, Metro participated in a program to remove all prior instances of fare evasion citations given to youth before 2017 from their record. As of 2017, Metro no longer cites youth for fare evasion.

Development of a Reimagining Public Safety Strategic Framework

As individual program initiatives advance, it became evident that an overarching public safety framework that could tie all the initiatives together was required to enable a collaborative and consolidated approach to public safety that genuinely reflects the reimagining effort.

Notwithstanding the performance of our Law Enforcement partners, private security, and Metro transit security, Metro's current model to deliver public safety is:

- Prescriptive and fixed
- Inconsistent rule compliance
- Reactive in response
- Obscure in data and outcomes
- Enforcement-focused through a singular tactical response ("one size fits all")
- Siloed

The new model seeks a change from the current model that is:

- Data-driven and flexible
- Equitable rule compliance
- Proactive in response
- Transparent in outcomes
- Strategic enforcement through intelligence led safety and security using a layered approach to strategically deploy resources
- Collaborative

This strategy is our competitive game plan for transformational change in public safety. Transformational change alters the culture of an agency by changing underlying assumptions and overt institutional behaviors, processes, and structures; is deep and pervasive, affects the whole agency; is intentional; and occurs over time.¹

¹American Council on Education. (2001. Riding the Waves of Change: Insights from Transforming Institutions.)

A strategic framework has been developed to ensure public safety is viewed through the lens of employees and riders and their needs, supporting them through appropriate, visible response and customer-centric staffing. The framework is also consistent with Board direction in Motion 25.1 to develop a place-based implementation strategy to pilot the initiatives in a coordinated fashion to support the strategic deployment of resources, including law enforcement.

The framework relies upon an equitable intelligence-driven deployment of resources to better secure the safety of our riders and employees. Consistent with Motion 25.1, the equitable intelligence-led framework will provide the foundation for developing key performance indicators that reflect how the pilot influences the rider and employee experience. NOTE: Intelligence-led does not mean racial profiling. Racial profiling is a discriminatory practice of targeting individuals for suspicion of crime based on their race or ethnicity. Our use of intelligence-led means using advanced technology to collect and analyze data that can be used to more efficiently direct resources to the places where they are likely to be beneficial.

In order to meet the opportunity for transformational change, Metro must develop the organizational capacity to respond. A team of professional intelligence analysts will create a set of safety and security metrics. That information will be analyzed and used to identify high-risk areas within the transit system and evaluate the effectiveness of the various initiatives and deployment resources. The Chief Safety Officer will then have the ability to strategically deploy resources to prevent incidents, address patterns of activity or respond as appropriate to the safety concern, and ensure equitable outcomes.

The new framework is centered around six key focus areas that include:

- **Accountability and Transparency**
 - Builds a cohesive data stream from all sources as a basis for public safety activities. To address racial equity, it is important to make strategic use of data from surveys as well as other data sources that show racial differences in rider and employee opportunities, experiences, and outcomes. A public dashboard, by race and gender, to ensure accountability for the outcomes of the deployment strategy is a key feature of this focus area. Without disaggregating data by race and gender, it becomes difficult to act on the information and change what needs to be changed.
- **Deployment Resources**
 - This approach prioritizes unarmed response, while leveraging law enforcement for crimes through layers of staffing proactively deployed, based on data, to provide a safe environment. Customer-centric staffing includes ambassadors, law enforcement, and security personnel.
- **Training and Procedures**
 - To provide employees and contractors with the information and competency they require to perform their work.
- **Tools and Technology**

- Identifying and implementing the proper tools and technologies for each layer of staffing.
- Security Design
 - Implement a design that supports a safe and secure space for riders and employees. Using customer/ employee/ law enforcement input and data to improve the environment.
- Communications and Public Education
 - Communicating with the riders and community about public safety, ride expectations, and resources to make their experience positive.

Each focus area is supported by one or more of the Board-adopted Public Safety value statements from the December 2021 Board meeting and embraces equity and compassion for riders and employees. This public safety strategic framework utilizes new strategies that rely on a layered approach to ensure Metro has a system designed to enhance security with staff available, trained, and equipped to respond appropriately. This concept includes providing information to riders about rider expectations and how to embrace their own public safety on the system.

In this environment, the layers of staff resources are proactively engaged in establishing a safe and secure environment to avoid a reaction-only environment to incidents or activity. While Metro already has plans for a new Security Operations Center, Metro needs to bring appropriate staffing resources in-house that do not currently exist to ensure that Metro owns the intelligence resources of all of our law enforcement partners. This will allow Metro to make equity-based strategic decisions relating to deploying all of our public safety and security resources.

There are four objectives for the intelligence-led public safety framework:

1. World class, forward-thinking intelligence-based Public Safety Program;
2. Develop Metrics that identify safety, security and risk trends and measures of effectiveness;
3. Establish response and deployment protocols that involve a holistic, equitable and welcoming approach to ridership; and
4. Center public safety in the new state-of-the-art Security Operations Center to enhance coordination and collaboration.

The benefits of the intelligence-led public safety framework:

1. Consolidates public safety and risk management data into valuable intelligence that can be shared internally and externally;
2. Allows strategic decisions for resource allocations and physical security requirements, as well as monitor performance;
3. Focuses on getting ahead of the trend(s) by tracking selected safety- and security-related incidents and requiring follow-up; and
4. Increases customer service by using community-based approach to preventing and resolving safety and security matters.

EQUITY PLATFORM

The Reimagine Public Safety Framework has focused on centering the voices of Metro's riders and employees and understanding their different needs and outcomes. Through work with the Public Safety Advisory Committee, surveys of employees and riders, and disaggregated data analysis, Metro has unveiled diverging experiences and perspectives on safety on the Metro system and what is needed to ensure that everyone feels and is safe. Metro has heard directly from unhoused riders and is working with homeless service providers and experts to better address their needs. At the same time, Metro has also identified clear disparities in code of conduct enforcement for Black and Latino riders and is taking early steps to understand the source of those disparities and ensure that the code of conduct supports the Reimagined Public Safety Framework and leads to more equitable outcomes. As this work continues, Metro will ensure that staff track outcomes of all programs in a manner that allows the agency to identify and address different needs or disparities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 2,1. Deliver outstanding trip experience for all users of the transportation system; Metro Commitment to Security.

NEXT STEPS

Metro will continue to implement the new Strategic Public Safety Framework that embraces the mission and values of Metro, incorporates the identified and funded initiatives, and provides additional efforts to strengthen a customer-focused approach to public safety. The short-term milestones are as follows:

1. Releasing the Ambassadors RFP March 2022, including a 15-day public review and comment period.
2. Releasing the new law enforcement RFP in March 2022, including a 30-day public review and comment period due to the complexity.
3. Implement place-based public safety pilots in Fall 2022.
4. Deploy DMH community ambassadors on the Metro system.
5. Assess internal structure to align with the new framework and establish an intelligence analysis unit by May 2022.
6. Return to the Board with the comprehensive review of the Customer Code of Conduct with recommended changes and updates.
7. Quarterly reports to the Board on the status of the new framework.

ATTACHMENTS

Attachment A - Board Motion 26.2
Attachment B - Board Motion 25.1
Attachment C - Board Motion 44
Attachment D - Board Motion 37
Attachment E - Board Motion 37.1

Attachment F - Program Initiative Fact Sheets

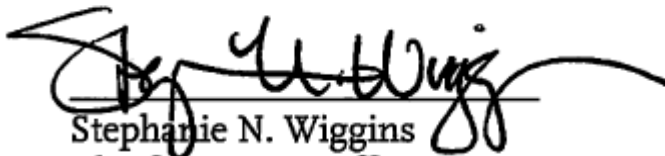
Attachment G - Code of Conduct Review

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Board Report

File #: 2021-0190, File Type: Motion / Motion Response

Agenda Number:

REGULAR BOARD MEETING MARCH 25, 2021

Motion by:

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

Related to Item 26: Transit Law Enforcement Services

Investment in Alternatives to Policing

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro in response to demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement. The Board's mandate was for the agency to work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract. Metro has now established a Public Safety Advisory Committee (PSAC) to formalize this partnership. PSAC will create a space where community leaders work in partnership with Metro staff, including bus and rail operators, on the future of public safety on the Metro system.

Last month, a proposal to increase Metro's law enforcement contract by \$111 million sparked further attention to Metro's considerable spending on policing and the relative lack of investment in alternative public safety strategies. Last month's recommendation provided at least a year for PSAC to develop and finalize its recommendations. The current proposal would greatly accelerate the pace of work for the newly formed PSAC, with recommendations now due by the end of the year in order to begin implementation by January 2022.

Standing up a new model of public safety will take time, including identifying funding and beginning to staff up new initiatives. To jump-start this acceleration, the Board should proactively set aside resources now in support of PSAC's work. These early actions are consistent with and build on Metro's Customer Experience Plan and the *Understanding How Women Travel Study*. Acting now will allow Metro to build capacity for alternative approaches while ensuring a smoother transition in the future.

SUBJECT: INVESTMENT IN ALTERNATIVES TO POLICING

RECOMMENDATION

WE, THEREFORE, MOVE that the Board direct the Chief Executive Officer to:

A. Include in the FY22 budget at least \$40 million for the following initiatives, consistent with the Equity Platform and the Customer Experience Plan:

1. Public Safety:

- a. \$20 million for a transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.
- b. \$1 million for elevator attendants at stations.
- c. \$1 million for a flexible dispatch system that enables response by homeless outreach workers, mental health specialists, and/or unarmed security ambassadors in appropriate situations.
- d. \$5 million for Call Point Security Project Blue light boxes recommended by Women and Girls Governing Council to improve security on the BRT and rail system.
- e. Funds to initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge doors.
- f. \$3 million for pilot safety strategies on board buses to be recommended by PSAC.

2. Homelessness:

- a. \$2 million for short term shelter for homeless riders.
- b. \$5 million for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services.
- c. \$250,000 for regular counts to monitor trends and gauge the success of Metro efforts to address homelessness.
- d. \$3 million for pilot homelessness strategies to be recommended by PSAC.

B. Establish a target to ensure the participation of LA County-based organizations and

enterprises in the above initiatives.

- C. Consult with PSAC on the program design and implementation of all of the above initiatives.

- D. Direct the OIG to audit the law enforcement services contracts and report their findings to the PSAC and the Board.



Board Report

File #: 2021-0745, File Type: Motion / Motion Response

Agenda Number: 25.1.

REVISED
OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
NOVEMBER 18, 2021

Motion by:

DIRECTORS BONIN, MITCHELL, HAHN, SOLIS, and DUPONT-WALKER

Related to Item 25: Transit Law Enforcement Services

Commitment to Reimagining Public Safety

In the summer of 2020, the killing of George Floyd and the nationwide demonstrations for racial justice that followed sparked a national conversation about the appropriate role of police in our society and the particular threats faced by Black people and other people of color during interactions with law enforcement. Here in Los Angeles County, those demonstrations renewed attention on longstanding issues of bias and disproportionate enforcement faced by Black and brown communities. Just this month the Los Angeles Times exposed a pattern of disproportionate stops and searches of Latino and Black bike riders by the Los Angeles Sheriff's Department in unincorporated areas. Earlier coverage has documented a similar pattern for traffic stops by the Los Angeles Police Department in South Los Angeles. On Metro's own system, fare and code of conduct enforcement has also disproportionately targeted Black and Latino riders.

In June 2020, the Board voted to embark on a process to reimagine public safety on Metro. Metro has since taken significant steps toward this reimagining, including the creation of the Public Safety Advisory Committee (PSAC) to advise the agency on an appropriate reallocation of resources and the subsequent approval in March 2021 of over \$40 million to launch alternative approaches to public safety on the Metro system.

This month, Metro staff is bringing a recommendation to the Board to extend the current police contracts in order to allow more time for PSAC to envision the role of law enforcement as part of an overall new approach to public safety on the Metro system. PSAC's new Mission & Values statement is a concrete first step toward this new direction, but much more needs to be done to put this new vision into practice.

While Metro staff is recommending a number of initial reforms to policing on the system to be implemented as a part of this short-term extension, the recommendation defers a decision about funding levels in FY23 to the annual budget process. In consideration of PSAC's opposition to continued reliance on law enforcement services and the Board's prior allocation of funding for

alternative approaches, the FY23 budget should begin to reflect the agency's new public safety Mission & Values by renewing financial commitments to the alternative approaches and commensurately shifting away from reliance on law enforcement.

Furthermore, Metro should accelerate the transition to PSAC's vision for a public safety approach that leads with unarmed staff presence, outreach, and services with a reduced role for law enforcement by piloting these strategies at specific locations and evaluating their effectiveness. Preliminary results from such a pilot will inform a rescoped role for law enforcement beyond the 18-month remainder of the contracts.

SUBJECT: COMMITMENT TO REIMAGINING PUBLIC SAFETY

RECOMMENDATION

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

- A. In February 2022, report on the status of the initiatives funded by Motion 26.2 (March 2021), including projected launch dates, program elements, input received from PSAC, and projected funding needs in FY23.
- B. During the development of the FY23 budget, ensure a continued minimum commitment of \$40 million for the public safety alternatives outlined in Motion 26.2, in addition to rolling over unspent funding from FY22.
- C. In April 2022, report to the Operations, Safety, and Customer Experience Committee with a recommended public safety budget for FY23, including proposed funding levels for police services and public safety alternatives, with consideration of the Board's directive to realign resources.
- D. Consult with PSAC throughout the FY23 budget development process.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

- E. Develop a place-based implementation strategy that identifies station locations that are good candidates for piloting a reimagined public safety approach consistent with the new Mission and Values statement, including the deployment of some or all of the public safety alternatives identified in Motion 26.2 and modifying law enforcement deployment at these pilot locations while continuing to ensure fast emergency response times.
- F. Consult with PSAC on the design, implementation, and evaluation-including quantitative and qualitative metrics-of this pilot.
- G. Explore partnerships with academia, medical schools, promotores, and community-based organizations on the design, implementation, and evaluation of this pilot.
- H. Report periodically on the pilot implementation and evaluation as part of the regular system

security report.

DUPONT-WALKER AMENDMENT: Develop key performance indicators that reflect how the pilot influences rider experience.

**Board Report**

File #: 2022-0049, **File Type:** Motion / Motion Response**Agenda Number:** 44.

REVISED
REGULAR BOARD MEETING
JANUARY 27, 2022

Motion by:**DIRECTORS SOLIS, HAHN, SANDOVAL, AND GARCETTI****Providing Critical Mental Healthcare and Connections to Housing on Metro's Transit System Motion**

Sandra Shells was an avid Metro rider and a dedicated public servant. As a 38-year veteran healthcare worker in the emergency room at the LAC-USC Medical Center, she was on the frontlines of the pandemic helping countless individuals get the healthcare they needed. On January 16, 2022, Ms. Shells tragically succumbed to injuries she sustained in an unwarranted and unprovoked attack that occurred while she was waiting for her bus at the Cesar Chavez Transit Pavilion near Union Station. She was on her way to work, during the Omicron surge, to provide lifesaving care to her patients like she had for 38 years, including nearly two years of the pandemic. Her loss is heartbreaking, and the violence she experienced is unacceptable and preventable.

No Metro passenger or employee should experience violence or even fear for their safety while using our transit system - but, too often, they do. In the case of Sandra Shells, her assailant was an unhoused individual with severe mental health needs, a demographic that is, unfortunately, all too common in Los Angeles County. As an agency dedicated to providing transit to all Angelenos, Metro also serves many of the 66,000-plus unhoused Angelenos, including those in need of mental healthcare.

Given the significant need to provide care and resources to unhoused individuals directly where they are located, the Department of Mental Health (DMH) offers multiple outreach services to provide on-site care. Psychiatric Mobile Response Teams (PMRT) consist of DMH clinicians who perform evaluations and provide services to individuals determined to be at risk of harming themselves or others or who are unable to provide food, clothing, or shelter as a result of a mental disorder. Law Enforcement Teams (LET) is a co-response model which pairs a DMH clinician with a specially trained law enforcement officer, to respond to 911 or patrol officer requests for assistance on calls involving mentally ill, homeless, or high-risk individuals. Homeless Outreach Mobile Engagement (HOME) teams provide Countywide field-based outreach and engagement services and intensive care management to persons experiencing homelessness who are mentally ill, living in homeless encampments, or frequent locations where outreach is not readily available. Homeless Outreach Teams (HOT) utilize PMRT staff to provide outreach and engagement to mentally ill homeless persons. Metro currently partners with co-response teams comprised through the Los Angeles

Sheriff's Department (LASD) Mental Evaluation Team (MET), the Los Angeles Police Department (LAPD) Homeless Outreach and Proactive Engagement (HOPE), the Long Beach Police Department (LBPD) and mental health clinicians.

In recognition of the growing need at the Metro system, Metro recently approached DMH with a proposal to enter into an agreement to engage more effectively with persons who are in cognitive crisis and in need of support while on the Metro system. With this partnership, the goal is for DMH's outreach teams to respond to calls for assistance whenever mental illness is reported or suspected within the Metro transit system, with the mental health experts focusing on de-escalation tactics and minimizing the potential for incidents involving force. To facilitate this collaboration, between Metro and DMH, in October of 2021, the Los Angeles County Board of Supervisors passed a motion directing DMH, in coordination with County Counsel, to work with Metro and negotiate an agreement for DMH and Metro to execute and operate co-response teams and psychiatric team services. The goal of this program is to begin implementation in early 2022 and scale up from there.

As the County continues its shift toward a care first approach, with an emphasis on de-escalation to minimize the need to use force, a multi-pronged approach is necessary to ensure the safety of our Metro community. In December 2021, the Metro Board authorized an additional \$75 million for its multi-agency law enforcement contract, however law enforcement funding alone is not sufficient nor is it the only solution. In addition to the partnership with DMH, Metro partners with Los Angeles County's Department of Health Services (DHS) on a comprehensive homeless outreach and engagement program in addition to a partnership with People Assisting the Homeless (PATH) to connect homeless individuals on Metro's system with adequate health, social, and supportive housing services. Since 2017, PATH teams engaged over 5,300 individuals and nearly half have been connected with interim housing. Over 500 individuals have been permanently housed through Metro's partnership with DHS/PATH. While these accomplishments are significant, there is much more Metro can do with its partners to connect with individuals on the transit system who need help and resources. Metro must immediately expand its outreach, provide adequate resources and treatment to high acuity individuals and those experiencing homelessness on the system, and expedite the development of the Alternative Crisis Response program to make our transit system safe and welcoming for all Angelenos.

SUBJECT: PROVIDING CRITICAL MENTAL HEALTHCARE AND CONNECTIONS TO HOUSING ON METRO'S TRANSIT SYSTEM MOTION

RECOMMENDATION

APPROVE Motion by Directors Solis, Hahn, Sandoval, and Garcetti that direct the CEO to:

- A. Immediately partner with the County to deploy the County's Multidisciplinary Homeless Outreach Teams (MDT) in collaboration with PATH, to conduct outreach to unhoused and high acuity individuals at the Cesar Chavez Transit Pavilion and throughout the Metro transit system. MDTs should work in partnership with additional County and City resources including but not limited to MET, MEU HOPE, HOST, PSAC, and DMH's Alternative Crisis Response teams including PMRT, LET, and HOME teams.

- B. Direct the CEO to immediately begin work with the Los Angeles County Chief Executive Office and DMH to conduct an assessment of the crisis response deployment on our Metro system with recommendations on how to best deploy available resources;
- C. Delegate authority to the CEO, or her designee, to work with the Los Angeles County Chief Executive Office and DMH to finalize the agreement pursuant to the Los Angeles County Board of Supervisors' October 19, 2021 motion to expand the Alternative Crisis Response program to provide services on Metro; and
- D. Report back in February and March 2022 with progress updates on the above directives.

WE FURTHER MOVE that the Board direct the CEO to return in March 2022 with recommendations to memorialize the life of Sandra Shells at the Cesar Chavez Transit Pavilion and to develop the plan in partnership with Ms. Shells' family, loved ones, and coworkers.



Board Report

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

Agenda Number: 37.

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

Motion by:

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

A Community Safety Approach to System Security and Law Enforcement

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

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

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

RECOMMENDATION

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

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

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

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



Board Report

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

Agenda Number: 37.1.

**REGULAR BOARD MEETING
JUNE 25, 2020**

Amending Motion by:

DIRECTOR FASANA AND BUTTS

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

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

RECOMMENDATION

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

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

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

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

#1

Initiative: Security (Blue Light) Call Boxes – “Call Point”**Public Safety Value:** Acknowledging Context**Project Description:**

Purpose: The Call Point unit is intended to replace existing telephone and intercom units, providing riders with more reliable communication and improving public safety on Metro. The Call Point Units will have:

- A blue light for greater visibility from all areas of the platform and mezzanine.
- Information and emergency buttons to allow calls for information to the Rail Operations Control (ROC) and calls for emergency assistance to be routed to Security Operations Center (SOC)
- Integrated CCTV camera

The initiative will be conducted in two phases:

The Phase 1 Pilot project will include a contract to design and install 3-9 Call Point units at two rail stations. Stations will be identified based on crime statistics, ridership, and ambient noise conditions.

Phase 2 is the systemwide deployment at each station and involves the installation of approximately 1,100 Call Point Units.

Background: Metro’s Women and Girls Governing Council identified a need for ‘blue-light call boxes’ on all of Metro’s platforms to provide a more visible and direct line to emergency and customers services. The initiative is supported by the “Understanding How Women Travel” Study (2019).

Anticipated Impact or Outcome: The units will provide greater visibility, improved information, and emergency communication capabilities within public areas of the stations.

Project Budget and Resources: Phase 1-Pilot: \$1.55m - includes proof of concept and customer survey. Expenditure to date: \$550,000

Phase 2-Systemwide Rollout: Cost estimate to be determined at the conclusion of Phase 1.

Timeline: Phase 1- Pilot: 7/21 – 9/23, Phase 2- Full Roll-Out: Will be determined at the conclusion of Phase 1.

Evaluation Criteria: Positive Customer Awareness (Survey), Quantity of Use (based on past use)

Area of impact:

Riders and Employees

Progress to date:

Phase 1 Pilot: Finalizing scope of work and cost estimate and preparing to advertise phase 1 contract. Drawings and specifications were developed to support Pilot phase 1 (2019). Selecting Pilot phase 1 stations based on crime statistics, ridership volume, ambient noise conditions.

Lead Department:

Maintenance & Engineering

#2

Initiative: Right of Way Intrusion Prevention**Public Safety Value:** Acknowledging Context**Project Description:**

Purpose: To initiate a study to develop recommendations to prevent intrusion onto Metro rail rights-of-way, including but not limited to subway platform-edge door (PED) systems. Items to include in the study are modifications to the train control system for precision stopping and Metro fleet for simultaneous opening of the rail car doors and the PEDs.

Background: Motion 26.2 requested a study to prevent intrusion onto Metro rail rights-of-way at Station platforms. The study included subway platform edge doors but is not limited to PEDs.

A review of PED systems for LA Metro was completed in February 2022. In 2012, Metro previously considered the use of the PEDs but had found that the ridership and operational requirements of the system would not justify the significant investment in such a system.

Metro currently has gates at the ends of all platforms to access the emergency walkways. These gates are equipped with an audible alarm and a strobe light. The emergency gate alarms feedback to the ROC, where a controller must acknowledge the alarm and therefore has the opportunity to pull the camera live feed and alert the inbound Operators.

An ongoing track intrusion detection project was recently advertised, and a contract will be awarded soon. This project will install a detection system using LIDAR technology to cover mainly the tunnel sections from Union Station through Wilshire/Western Station (8 stations).

Anticipated Impact or Outcome: Feasibility of intrusion prevention system to reduce track intrusions.

Project Budget and Resources: \$5,000

Timeline: Completed 2/22

Evaluation: Reduction of track intrusions

Area of impact:

Riders and employees

Progress to date:

Completed a review of platform edge doors.

Lead Department:

Maintenance & Engineering

#3

Initiative: Transit Ambassador Program**Public Safety Value:** Human-Centered, Compassion & Care, Diversity**Project Description:**

Purpose: Develop a pilot ambassador program to provide customer information and a friendly, knowledgeable presence on the system with contracted staff trained in public safety awareness and response. Metro would engage the services of specialized contractor(s), including Community Based Organizations, to develop, manage and operate the pilot transit ambassador program to deploy trained contract personnel. Including promotores, on Metro's buses, bus stops trains, and stations. The pilot program will provide additional eyes and ears on the Metro system and data to refine the program as we gain experience. The scope will include elevator attendants.

Background: Metro has committed to improving the overall customer experience on the transit system – and one way to enhance public safety is to provide a more visible presence of ambassadors to serve as information specialists that also observe and report incidents on the system.

Anticipated Impact or Outcome: Improved customer experience and visible presence.

Project Budget and Resources: \$20 million annually. \$40 million available for FY2023. No monies spent to date

Timeline: Transit Ambassador Scope of Work: In process. Anticipated RFP Release: 3/1/2022. Contract execution: 8/31/22. Ambassador Program launch: Fall 2022.

Evaluation Criteria: Increased rider and employee perception of security

Area of impact:

Riders and employees

Progress to date:

RFP to be issued 3/1/22

Lead Department:

OCEO/Customer Care

#4

Initiative: Elevator Attendant**Public Safety Value:** Human Center, Compassion & Care, Diversity**Project Description:**

Purpose: Consideration of 24/7 elevator attendant services as an effort to curb elevator misuse. This concept was investigated by developing a business case. The business case process resulted in standalone elevator attendants not being a feasible solution to the problem. The costs related to elevator attendants exceed allocated funds. There are other mitigations being investigated to reduce elevator misuse and provide good rider amenities, such as:

1. Equipping all elevators with cameras to allow elevator oversight – near completion; and exploring more durable material

Elevator attendants will now be included as part of the Transit Ambassador scope of work to reduce the costs of staffing elevators.

Background: Metro elevators have had escalated incidents of misuse and vandalism, significantly increasing maintenance costs and reduced availability to riders and staff. There are 151 elevators systemwide. 36 were installed with cameras originally. Since May 2021, 9 elevators on the B Line were modified to add cameras.

Anticipated Impact or Outcome: Reduction of elevator misuse, vandalism, and maintenance costs and increased elevator availability. Enhancing rider experience while improving safety, reliability, and cleanliness.

Project Budget and Resources: Camera pilot: \$1m. Expenditure to date for the installation of cameras is \$300,000.

Timeline: Camera installation in elevators: 5/2021 – 6/2023 (B Line)

Evaluation Criteria: Decrease in vandalism and increase in elevator safety

Area of impact:

Rider and Facility Maintenance

Progress to date:

Elevator attendants will be included in the Transit Ambassador Scope of Work.

Lead Department: Maintenance & Engineering (cameras) and OCEO (Ambassadors)

#5

Initiative: Bus Strategies: Operator Security**Public Safety Vision:** Diversity, Compassion & Care**Project Description:**

Purpose: Bus operator safety is a prime concern of Metro. Staff is in discussions with bus operations to identify initiatives. The following concepts are being implemented and could lead to further pilots and evaluation activities based on operator input and incident data:

- Law enforcement partners and SSLE Community Liaison are meeting weekly with bus operators to build relationships, discuss safety strategies, de-escalation techniques, and reporting processes
- Bystander Training for operators scheduled to roll out March 2022 will introduce operators to scenario-based training for response options to events on a bus
- Weekly newsletter to be distributed via email and at Divisions to address safety and security tips, wellness, emergency preparedness, and other relative topics
- Collaboration with Operations to collect and evaluate feedback from operators to better understand needs
- Consideration of deployment of Metro Transit Security on buses.

Background: There have been 195 assaults from January 2020 through December 2021, approximately 8.5 assaults per month, with operator assaults increasing later in 2021.

All buses have installed protection barriers, and it is mandatory for operators to use them. However, they don't protect operators when they perform duties out of the operator's seat.

Project Budget and Resources: \$1.5 million available for pilot projects

Timeline: Implementation. Narrow additional strategies by June 2022

Evaluation Criteria: Decreased operator assaults and an increased feeling of safety as reported by bus operators

Area of impact:

Employee Safety

Progress to date:

Concept development

Lead Department:

SSLE

#6

Initiative: Flexible Dispatch and Co-Location**Public Safety Value:** Human-Centered, Openness & Accountability, Diversity**Project Description:**

Purpose: Positioning a Los Angeles Police Department (LAPD) dispatcher at the BOC will enable LAPD calls by Bus Operators to be expedited, with real-time intelligence available to responding units. To implement this, BOC communication equipment (workstation and radio equipment) must be upgraded. Additionally, the dispatch services would be expanded to include the LAPD's Flexible Dispatch resources. Combining the two dispatch elements provides for increased bus operator access to law enforcement services and more effective routing of calls for appropriate response. The LAPD's flexible dispatch pilot program includes several dispatch scenarios, dependent on specific criteria assessed during an initial 911 call.

- First available law enforcement officer. For immediate threat situations, the first available officer would be dispatched.
- Divert 911 calls for potential suicide to a mental health provider. 911 calls from people experiencing suicidal thoughts will be diverted to certified mental health providers instead of LAPD officers.
- Uses Systemwide Mental Assessment Response Teams (SMART) for field response. The Systemwide Mental Assessment Response Team (SMART) response improves from a secondary responder to a co-responder. A SMART unit with a police officer and a LA County Department of Mental Health (DMH) clinician. Clinicians are trained to handle calls involving persons experiencing mental illness. Dispatching SMART resources at the front end of the call provides the opportunity to respond to a wider variety of mental illness incidents. The SMART unit relieves the patrol unit quickly, allowing them to return to field duties.
- Homelessness issue calls not involving crimes will be diverted to Los Angeles Homeless Services Authority (LAHSA). A police unit would no longer be dispatched unless there is a crime or other public safety issue involved.

Background: In June 2020, Metro's Bus Operations Center (BOC) asked the System Security & Law Enforcement (SSLE) department to co-locate a LAPD dispatcher at the BOC to enable direct communication access when addressing bus operator calls for assistance. The Customer Experience Plan identified the need for expedited access to mental health services and researched other agency programs for ideas, including the Eugene, OR, *Crisis Assistance Helping Out On the Streets* (Cahoots) program.

Anticipated Impact or Outcome: Enhanced response with proper resources

Project Budget and Resources: \$1.1 million for additional dispatch staffing to cover 20 hours per day, 7 days per week, and provide communications equipment. \$110,000 in equipment costs covered by grants

Timeline: Communication Equipment Installed: 1/2023, Anticipated In-service: 2/2023

Evaluation Criteria: Number of calls diverted for an appropriate response, Improved response to bus operator calls

Area of impact:

Riders and Employees

Progress to date:

Contract for design, furnish and installation of the BOC Communication equipment is in the procurement process.

Lead Department:

SSLE & M&E (Communication equip)

#7

Initiative: Homeless Outreach Program Improvements**Public Safety Value:** Human Centered, Compassion & Care, Diversity**Project Description:**

Purpose: Improve Metro’s Homeless Outreach model by engaging a consultant to support a two (2) phased approach to the program. Phase 1 would provide a comprehensive evaluation and recommendations related to the existing program and outreach framework, including cost-benefit analysis. Phase 2 would support the development of a revised framework and strategic plan for Metro’s programs and department vision, including recommendations around the expansion of homeless outreach, funding partnerships, and a potential hub or clearinghouse for outreach providers. This work directly connects to public safety as Metro’s homeless outreach programs need to be evaluated for effectiveness, and a portion of the homeless population exhibit behaviors that require a public safety response.

Area of impact:

Homeless, riders, employees, public

Progress to date:

Development of statement of work for Phase 1

Lead Department:

OCEO

Background: The existing strategy and framework for Metro’s homeless outreach and engagement hinges on a few different programs under the oversight of System Security and Law Enforcement Department. This function, now under OCEO, requires a thorough evaluation and strategic framework to clearly redefine Metro’s role in addressing homelessness as a C3 (community, city, and county) partner. Metro currently funds homeless outreach, supportive services, and interim housing without receiving local, state, or federal funding. Metro’s role needs to be reconsidered to connect the unhoused and increase their access to the ecosystem of homeless services. Engaging a strategic consultant to advise Metro on a strategic plan to clarify Metro’s role will expand Metro’s impact in the areas most needed.

Anticipated Impact or Outcome: Innovative funding ideas and a refined strategic approach to homelessness.

Project Budget and Resources: Phase 1: FY22 \$50,000 funds for Assessment Report and Findings, Phase 2: FY23 \$45,000 funds for new Strategic Plan and Program Model. No monies spent to-date

Timeline: Phase 1: 4/2022 – 6/2022, Phase 2: 6/2022 – 12/2022

Evaluation Criteria: Increased contacts and service delivery by outreach services, reduced number of incidents requiring law enforcement response, and customer experience survey response improvements re: perceptions of homelessness and safety.

#8

Initiative: Homeless Riders Short-Term Shelter**Public Safety Value:** Human Centered, Compassion & Care, Diversity**Project Description:**

Purpose: Metro’s homeless outreach and engagement contractor refers single male and female individuals to the temporary/interim shelter Home At Last (HAL) in South Los Angeles for immediate interim housing placement. With the shortage of available shelter space, the initiative is a short-term pilot program to temporarily increase short-term shelter bed availability in Metro’s service area. The shelter is located in South Los Angeles at 7900 S Western Avenue. HAL’s program includes full supportive services for residents in a secure facility, including specialized programming for those impacted by mental health crises and addiction, regular counseling, meals, laundry, showers, basic skills training, medical care, transportation to medical appointments, assessments, and housing-ready documentation assistance, and daily activities for residents. Within two weeks of the program’s inception, the majority of the beds were filled. In October 2021 – 81% of the beds were in use. Motion 26.2 Homelessness investments include \$2 million annually for short-term shelter for homeless riders. Nearly all of the FY 22 funds for short-term shelter have already been allocated.

Area of impact:

Homeless riders

Progress to date:

Complete

Lead Department:

OCEO

Background: Due to the COVID-19 crisis, in March 2021, Metro initiated a partnership with an emergency shelter Home at Last (HAL) to provide short-term housing for clients engaged on the Metro system. PATH outreach teams report that by 9 am, all the available shelter beds in LA County are filled. The lack of available shelter space persists and is exacerbated due to required COVID-19 testing, quarantines, and social distancing protocols implemented within shelters. This has become a roadblock to connecting Metro riders experiencing homelessness with the services and housing they need.

Anticipated Impact or Outcome: Access to additional short-term housing

Project Budget and Resources: \$4,480,000 to extend the program through June 30, 2022,

Timeline: HAL beds are funded through 6/22

Evaluation Criteria: Increased ability to meet short-term housing need

#9

Initiative: Homeless Outreach App**Public Safety Value:** Human Centered, Openness & Accountability**Project Description:**

Purpose: Metro's homeless outreach and engagement contractor deploys outreach workers to different encampment sites around the county. Encampments are typically located near Metro-owned Right of Way, Bus & Rail Divisions, and Metro/Caltrans Park-n-Ride lots. An App that allows service providers to track engagement and outreach would be helpful to coordinate outreach at encampment sites countywide. In Phase 2, this app will allow Metro and external parties to better coordinate outreach and track costs associated with response and clean-up efforts.

Background: The current process requires SSLE to respond to an encampment site and initiate the encampment clean-up protocol, including conducting outreach to individuals, securing the site, clean-up, and infrastructure upgrades. Some encampment response includes law enforcement engagement if individuals commit crimes or refuse to leave the Metro property. PATH teams are deployed at encampment sites around LA County at Metro-owned properties as the first step of the encampment response protocol. The encampments are assessed to determine potential impacts to Metro's transit operations and public safety impacts and determine if the individual(s) living in the encampments need services and housing. As of December 2021, there are 12 active encampment sites identified and monitored by Metro staff.

Anticipated Impact or Outcome: Better tracking and coordination of outreach efforts.

Project Budget and Resources: Annual App Licensing for 50 users is \$25,000 FY22 budget of \$25,000 has been expended.

Timeline: ITS approval for licensing 2/2022; Implementation of App 3/2022; Evaluate and report on app, usage, and coordination 12/2022

Evaluation Criteria: Improved cost monitoring, reduced rate of reoccurring encampments, reduced law enforcement involvement

Area of impact:

Homeless riders, employees, public

Progress to date:

In development

Lead Department:

OCEO

#10

Initiative: Social Work/Medical Student Outreach Program**Public Safety Value:** Human Centered, Compassion & Care, Diversity**Project Description:**

Purpose: Metro would identify schools to create a new partnership in workforce development with medical and social work students to support Metro's homeless outreach efforts.

Background: Metro utilizes multidisciplinary outreach teams to conduct homelessness outreach and engagement on the transit system. These teams include skilled professional outreach workers, case managers, clinicians, medical personnel, and addiction specialists. The industry of skilled professionals is experiencing a labor shortage, as many industries are also experiencing shortages. Adding medical and social work students to our portfolio of teams could be a lower-cost alternative to expand the number of outreach workers on the system while allowing students to gain valuable (and required) field experience to complete their specialized degree programs.

Anticipated Impact or Outcome: Increased presence of outreach workers on the Metro system and provide field work opportunities for students.

Project Budget and Resources: FY23: \$500,000 (estimate) No monies expended to-date.

Timeline: Identify Partner Schools 3/2022, Identify budget and develop program framework 5/24/2022, Potential Launch Fall/2022

Evaluation Criteria: Expanded outreach capability, improved metrics for initial contacts, and outreach

Area of impact:

Homeless riders, medical and social work students

Progress to date:

Explore partnership program model with SEPTA

Lead Department:

OCEO

**#11****Initiative: CCTV - Ancillary Areas**

Public Safety Value: Human-Centered, Openness & Accountability

Project Description:

Purpose: This initiative aims to minimize intrusion at the emergency exits at Red (B) and Purple (D) Line Rail Stations. This project would result in a video pop-up at the Rail Operations Center (ROC) and the activation of a pre-recorded messages on the speakers where the intrusion was detected. This project would also provide two-way communication between the ROC and the field. The small pilot system was tested for proof of performance and monitored for 6 months for the effectiveness of the pilot solution. Based on the intrusion logs, this pilot system had a success rate of 75% in deterring the unauthorized public from accessing the ancillary areas.

Background: Metro has been facing intrusion issues at emergency exits for all B and D Line Rail Stations. Metro SSLE requested the SCADA team and MOW Engineering to provide security enhancements at these emergency exits. Metro departments agreed to perform a pilot project on two emergency exits 6 and 6AB at Vermont/Sunset station with the highest intrusion statistics.

Anticipated Impact or Outcome: Reduction of intrusions into non-rider areas of Metro B and D Line facilities

Project Budget and Resources: Full Implementation Project Budget to be developed.

Timeline: Pilot project (design, installation, and monitoring) completed 2/2021. Timeline for full implementation to be developed.

Evaluation Criteria: Reduction of intrusions in non-public areas via emergency exits

Area of impact:

Employees and Metro facilities

Progress to date:

A small Pilot Project was implemented at Vermont/Sunset Station using in-house resources.

Lead Department:

Maintenance & Engineering

#12

Initiative: Live Video Feed**Public Safety Value:** Human-Centered, Openness & Accountability**Project Description:**

Purpose: Provide the capability to obtain live video feeds of reported incidents occurring on Metro's Bus and Rail vehicles. These live video feeds would be delivered to the BOC, ROC, and SOC in real-time. The live feeds would allow BOC, ROC, and SOC personnel to provide accurate and detailed descriptions of the ongoing situation to public safety dispatchers and/or first responders to improve their responses to calls for service. A separate pilot program is being considered to enable live video feed from riders' cell phones when reporting an incident on the Metro system.

Background: Live views of incidents on the Metro System could enable responders to better prepare and respond to incidents. This technology would require minimal investment in infrastructure; however, it relies on cell phone coverage and the caller granting access to their phone and data. This initiative would be a potential alternative to modify existing technology on Metro vehicles and infrastructure to make the delivery of live video feeds possible from the vehicles.

Anticipated Impact or Outcome: Improved preparation and response from incident responders, Improved safety for incident responders

Project Budget and Resources: Budget to be developed. No money has been expended to date.

Timeline: In the conceptual phase.

Evaluation Criteria: Increase of capacity of appropriate response

Area of impact:

Employees, riders, first responders and public

Progress To Date:

Conceptual design.

Lead Department:

Maintenance & Engineering

#13

Initiative: Bus Public Safety Strategies-Bus Stop Lighting**Public Safety Value:** Acknowledging Context**Project Description:**

Purpose: Lighting is a critical element of helping riders feel safe while waiting at bus stops at night. Well-lit bus stops help deter crime and improve rider perceptions of safety. Adequate lighting at bus stops also helps avert pass-ups by bus operators. The bus stop lighting would prioritize stops based on crime statistics and high volume.

Background: The need for bus stop lighting is a pain point cited in the 2022 CX Plan and 2019 How Women Travel Study. Currently, less than 1% of stops served by Metro have dedicated lighting. The balance of the stops depends on ambient or nearby lighting, which is unreliable and not under Metro control.

Anticipated Impact or Outcome: Increased perception of safety and decreased crime at Metro bus stops.

Project Budget and Resources: FY 22 and FY 23 -\$1.5 million each year to supplement grants and other sources.

Timeline: Phase 1: 80 bus stop lights- July 2022-July 2023, Phase 2: to be determined based on funding

Evaluation Criteria: Crime statistics at lighted bus stops, Improved rider perception of security

Area of impact:

Riders

Progress to date:

Concept development and grant applications submitted

Lead Department:

Sustainability



#14

Initiative: Fare Equity Mystery Shopper**Public Safety Value:** Human Center, Compassion & Care, Diversity**Project Description:**

Purpose: Deploying an audit of fare compliance on the system via a mystery rider program will support fair and equitable fare compliance that is defined by a methodology that is neutral to economic and social status, gender, and race.

Background: A disproportionate share of riders cited for fare evasion are African-American males. Using contracted staff to observe first-hand what is occurring in the field will provide feedback to develop and refine a fair and equitable program of fare compliance and eliminate racial inequities.

Anticipated Impact or Outcome: Improved fare compliance program free of racial inequities and harm.

Project Budget and Resources: \$124,000 for 100 rail observations and 100 bus observations per month.

Timeline: Ongoing

Evaluation Criteria: Data gathered from (Fare Equity) Mystery Shopper contributes to a more equitable fare compliance program

Area of impact:

Riders

Progress to date:

Implementation

Lead Department:

Civil Rights



#15

Initiative: Situational Awareness Simulator**Public Safety Value:** Diversity, Care & Compassion**Project Description:**

Purpose: The uses of the force options simulator include aiding in developing appropriate decision-making, using customized scenario training in a multitude of applications for Metro Transit Security. These applications include but are not limited to lethal force (pistols), marksmanship and practice qualifications, less-lethal force (Taser/ECDs, batons, OC, and other options), verbal de-escalation, implicit bias, sexual harassment and many more.

Background: Metro identified training as a key pillar in maximizing public safety and ensuring officers are mentally and physically prepared to meet the demands of their job. Priorities include de-escalation techniques and making split-second complex decisions that may call for advanced tactics and coordination. To support training, several force option simulator systems were evaluated in April 2021.

Anticipated Impact or Outcome: Improved performance by security personnel, ability to leverage training using technology, reduction in Metro liability, increase in rider satisfaction due to improved response, and increased training capacity by using technology.

Project Budget and Resources: \$250,000 estimate

Timeline: RFP 2/28/22, Contract Award: 5/16/22

Evaluation Criteria: Enhance competency in complex response situations

Area of impact:

Riders and employees

Progress to date:

RFP in process

Lead Department:

SSLE



#16

Initiative: Early Warning Tracking Software**Public Safety Value:** Openness & Accountability**Project Description:**

Purpose: Early warning software management system will provide a proactive management tool to identify, track, and manage all data associated with Metro Transit Security operations personnel. The software system will manage training records, investigation case management, equipment records, report management, and officer profile information. The software will also establish a management application to track personnel complaints and use of force investigations.

Some information captured with the software will be utilized for reporting on the public-facing dashboard initiative.

Background: Consistent with the recommendations from the Public Safety Advisory Committee (PSAC), SSLE recognizes that transparency and accountability are key pillars in reimaging public safety efforts. Solid data is required to enhance the accountability of personnel and provide transparency.

Anticipated Impact or Outcome: Enhanced transit security accountability

Project Budget and Resources: \$59,000 for a 3-year contract

Timeline: Software Implementation 5/2022

Evaluation Criteria: Advanced knowledge, through accurate data, of problem behaviors or trends

Area of impact:

Security staffing

Progress to date:

Implementation

Lead Department:

SSLE

#17

Initiative: Mental Health Co-Response Teams**Public Safety Value:** Human Center, Compassion & Care, Diversity**Project Description:**

Purpose: Develop a new program with LA County Dept. of Mental Health (DMH) exploring the feasibility of expanded mental health response services to include civilian psychiatric medical response teams on the Metro system. This effort will determine the level of need for providing the most appropriate resources for those suffering cognitive crisis or impairment while on the Metro system or property and diverting non-criminal calls away from law enforcement to a mental health evaluation team.

The Department of Mental Health will assess the Metro system and make recommendations for the DMH program's scope of work and operational details based on an assessment of Metro's current conditions related to mental health needs which will include a review of current services utilized by Metro and other available Countywide resources provided as a general service to Los Angeles County. DMH will also support Metro with Community Mental Health Ambassadors. The DMH+UCLA Prevention Center of Excellence will provide training support for MTA personnel to build up their capacity to identify mental health concerns on the system and trigger proper responses from clinical providers.

Background: Metro currently contracts for 22 Mental Health Evaluation teams through the law enforcement contracts. (10 LASD, 10 LAPD, 2 Long Beach PD) Realigning responsibilities and oversight from law enforcement to the DMH will result in a more appropriate response. On 10/9/21 DMH was approved by the LA County Board of Supervisors to enter into an agreement with Metro. In December 2021, a draft agreement was developed with DMH and circulated internally for review. Pilot program planned with current LASD MET teams however exploring feasibility of expanding the scope of the work so that it could include other programs (i.e., LAPD HOPE & Long Beach PD's Quality of Life), Exploring adding civilian co-response teams.

Anticipated Impact or Outcome: Appropriate deployment of resources

Project Budget and Resources: Cost estimate under development from the DMH.

Timeline: Deployment of Community Mental Health Ambassadors Summer 2022

Evaluation Criteria: Positive customer experience survey responses (Rider satisfaction)

Area of impact:

Riders and employees

Progress to date:

Concept development

Lead Department:

SSLE

#18

Initiative: Modernize the Infrastructure Protection Contract**Public Safety Value:** Human Center, Compassion & Care, Diversity**Project Description:**

Purpose: The RMI Security Services contract requires revisions to align it with current Metro initiatives and vision. The changes to the RMI scope of work include feedback from PSAC, such as:

- Prohibition to assign any security guards to Metro that a law enforcement agency previously terminated.
- Expansion of background checks to include psychological testing.
- Utilization of an early warning software system that flags multiple complaints and/or use of force incidences.
- Enhanced security personnel training to include Implicit Bias, How to Better Serve Persons with Disabilities, including Mental and Development Disabilities, How to Assist Unsheltered Persons, and Excellence in Customer Service.
- Provide security personnel with new uniforms to promote a more approachable, less militaristic appearance and assist the visually impaired for easier identification.
- Inclusion of technology to provide for instant incident reporting and video recording; and
- Implementation of the principles of Campaign Zero “Eight Can’t Wait.

Of note, the new RFP for Infrastructure Protection services will include the changes noted above as well as reintroduce the piloting of unarmed response, with a minimum of 10% of the deployment of infrastructure protection security responding unarmed.

Background: In December 2021, the Board approved executing Contract Modification No. 9 to Contract No.PS560810024798 with RMI International, Inc. (RMI) to increase the not-to-exceed contract value by \$19,000,000, extending the performance period from April 1, 2022, to September 30 2022, and modify the current scope of work to align with the move towards reimagining public safety.

Anticipated Impact or Outcome: More effective and appropriate response by security staff

Project Budget and Resources: \$19M for services from April 1, 2022, to September 30, 2022.

Timeline: Revised Statement of Work 2/28/22

Evaluation Criteria: Security staff response aligns with Metro public safety vision

Area of impact:

Riders and employees

Progress to date:

Contract modification

Lead Department:

SSLE



#19

Initiative: Child Safe Campaign**Public Safety Value:** Human Centered**Project Description:**

Purpose: In an effort to improve safety of K-12 students using the Metro system, Metro and law enforcement are partnering to market and advertise the following safety messages to youth riders:

1. **Know your route** – Be confident about where you’re going and how to get there. Plan your route ahead of time and leave early so you’re not rushed. Be extra careful walking in front of vacant buildings/lots, alleys, and overgrown areas.
2. **Ride with a buddy** – There is safety in numbers. Whenever possible, walk and ride with a friend or in a group and stay together while waiting for the bus or train.
3. **Be aware of your surroundings** – Stay in well-lit areas. Don’t just focus on your phone, keep one earbud out of your ear so you can hear what’s going on. If you see someone acting in a way that makes you uncomfortable, quietly move away – go to another part of the platform, sit closer to the bus/train operator, switch train cars at the next station, etc. Share your concern with Metro Staff or record on the Transit Watch app.
4. **Keep your personal belongings safe** – take your backpack off and put it on your lap or at your feet. Keep any valuables securely hidden in your bag. Be careful with your phone and other devices, especially when standing near transit vehicle doors.
5. **See Something? Say Something** – Know how to get help. If you don’t feel safe, whether someone has touched you inappropriately, your friend is being harassed, you’re worried about the well-being of someone on the bus/train, or there’s something else causing you not to feel safe, please let us know and someone will respond right away.

Information has been shared electronically via email to registered users of GoPass. Law enforcement partners will continue to identify outreach and engagement opportunities at schools within proximity to transit stations.

Background: Phase 1 of the Fareless System Initiative went into effect in October 2021, welcoming a new population of young riders to the system. Communication opportunities to reach these riders are important to teach them about security awareness.

Anticipated Impact or Outcome: Improved safety for young riders

Project Budget and Resources: In-house, approximately \$20,000.

Timeline: Youth webpage 2/28/22, Outreach ongoing

Evaluation Criteria: Customer survey indicates effective messaging

Area of impact:

Young riders

Progress to date:

Implementing Webpage and Communication Campaign

Lead Department:

SSLE



#20

Initiative: Bystander Intervention Training

Public Safety Vision: Human Centered

Project Description:

Purpose: The purpose of this initiative is to develop a program to train employees and riders on what to expect during a security incident, how to be a good witness, how to protect themselves and others best, and what resources are available to assist them following an incident. Initially, this training will be offered as a voluntary class through Metro's eLearning portal. All Metro employees will be encouraged to participate. To engage riders, plans include incentives to encourage participation such as free or reduced passes or promotional giveaways. A version of this program will be incorporated in the Children Travel Safe Campaign and the Women Travel Safe Campaign.

Background: . SSLE personnel have attended and reviewed outside training sessions such as Hollaback! Training, a free bystander intervention training, to better inform the design of a customized Metro program. In December 2021, an initial lesson plan was produced combining knowledge from Hollaback! classes and existing Metro public safety training modules.

Anticipated Impact or Outcome: Improved employee and rider response during incidents

Project Budget and Resources: In house, approximately \$50,000

Timeline: Training materials content completed for internal review 2/15/22, Training available 3/15/22

Evaluation Criteria: Participation data will be tracked and used for trend analysis of incident outcomes, rider and employees' feelings of safety and security on the system.

Area of impact:

Riders and employees

Progress to date:

Training module and materials approximately 50% complete

Lead Department:

SSLE

#21

Initiative: Law Enforcement Commuter Engagement Teams**Public Safety Value:** Human Centered, Compassion & Care, Diversity**Project Description:**

Purpose: Law Enforcement partners are encouraged to develop commuter engagement teams. LASD will introduce the Commuter Enhancement Team (CET) as a pilot project. This reimagined concept of transit policing provides high visibility, focusing on heavy commuter traffic timeframes. The CET will be staffed with deputies who “commute” with the transit riders, emphasizing friendly engagement with the commuter community. This will help to break down the stereotypical barriers of engaging with law enforcement. CET deputies will be a friendly face on the rail and bus system, highly visible, to enhance the safety of commuters through visible prevention and deterrence. CET deputies will be entirely foot beat-based, departing from either the Rail Operations Center (ROC) or Irwindale Substation and remaining on the system throughout their shift. The CET will be staffed by shifting the patrol time minutes from the weekend to the weekday deployment at no additional cost to Metro. The CET will modify the deployment strategy to position deputies to cover high ridership. This shift is supported based upon historic ridership (based upon pre-covid data), in addition to calls for service and responses. As an example, currently, we staff the same number of deputies on Sunday AM as we do on Wednesday AM, even though there is less ridership and less traffic (i.e., quicker response times) on Sundays.

Background: LASD TSB deploys 109 field patrol deputies daily to meet the staffing obligations of the contract, not including specialized teams. The duties of TSB field patrol deputies include handling calls for service, conducting train and bus rides, train station platform checks, boarding buses, writing reports, making arrests, and other regular patrol functions. One of the most beneficial aspects of sworn law enforcement on the system is served not through enforcement but prevention. The presence of uniformed, sworn officers help deter crime, provide an aura and feeling of safety for some riders and employees, and enhances the overall riding experience. Based upon existing staffing levels, the continual presence of sworn officers on the trains can be difficult. Although LASD strives for and requires our transit deputies to ride the train, presently, we do not employ a full-time train riding team.

Anticipated Impact or Outcome: Increased rider perception of security, better coverage at high ridership times and locations

Project Budget and Resources: None – redeployment of existing personnel

Timeline: Roll out 4/2022

Evaluation Criteria: Rider satisfaction, Increased on-train security

Area of impact:

Riders and employees

Progress to date:

Implementation

Lead Department:

SSLE



#22

Initiative: Narcan for Metro Transit Security

Public Safety Value: Human-Centered, Openness & Accountability

Project Description:

Purpose: This program will properly train Metro Transit Security Department personnel with the ability to safely intervene when responding to a medical emergency of an opioid overdose. Narcan, a brand name for Nalaxone, is an opioid antagonist designed to reverse the respiratory depression caused by an overdose of opioids. Training shall be conducted by a current certified first aid instructors in how to recognize the signs and symptoms of an overdose, how to administer the medication, appropriate steps after administration of the medication. and necessary reporting procedures. Los Angeles County Metropolitan Transportation Authority. County Counsel has reviewed and approved the policy. Security personnel's deployment and administration of naloxone are protected under the Good Samaritan law in the State of California.

Background: The use of naloxone, or NARCAN, is an effective tool to reverse the effects of a potentially fatal overdose. This program will equip Metro Transit Security Officers with lifesaving medication and necessary training to administer the medication to individuals suffering from a potential overdose. Overdoses affect all populations; however, those suffering from addiction, homelessness, and mental illness are particularly vulnerable. Additionally, security personnel may be inadvertently exposed to fentanyl or other opioid and experience an accidental overdose. Having this medication readily available may prevent an accidental overdose from becoming fatal.

Anticipated Impact or Outcome: Life safety for impacted riders and employees

Project Budget and Resources: None – county grant funded

Timeline: Implement program and training of Narcan 3/1/22

Evaluation Criteria: Data will be collected after each use of naloxone. Details such as date, time, location, general patient information (excluding HIPPA data) will be tracked.

Area of impact:

Riders and employees

Progress to date:

Implementation

Lead Department:

SSLE

#23

Initiative: Modernize the Code of Conduct**Public Safety Value:** Human Centered**Project Description:**

Purpose: The Metro Code of Conduct is in place for the safety and comfort of all rides that use the system. The clearer, and more concise the expectations, the easier the Code of Conduct is to communicate and for riders to comply.

Background: The Code is a combination of criminal and administrative violations. During 2020-21, the impacts of COVID caused Metro Transit Security (MTS) to reevaluate how Metro responded to minor violations of the code of conduct. Rather than enforcement, Metro Transit Security took a more educational role in addressing violations and sought voluntary compliance for infractions. MTS resumed broadly enforcing the Code of Conduct last Fall. Additionally, as Metro reimagined public safety and reviewed the data associated with citations issued for Code of Conduct violations, data trends indicated racial inequities in enforcing the code of conduct across the system. An assessment of the Customer Code of Conduct is underway.

Anticipated Impact or Outcome: Equitable enforcement strategies minimize potential for confrontation, and enhance the system's overall rider and operator experience.

Project Budget and Resources: \$10,000

Timeline: Review of Code of Conduct recommendations 4/22

Evaluation Criteria: Trend analysis of citations will be tracked for equitable compliance

Area of impact:

Riders and employees

Progress to date:

Implementation

Lead Department:

OCEO



#24

Initiative: Body Worn Video for MTS**Public Safety Value:** Human-Centered, Openness & Accountability**Project Description:**

Purpose: Body Worn Video (BWV) has become a best practice for many law enforcement agencies nationally. The benefits of a BWV system include BWV enhancing criminal investigations and human rights and fairness related to riders utilizing the public transit system. BWV can protect the public and employees alike. The BWV system is being considered for Metro Security Staff.

Background: A BWV program was initiated in February 2021 to be part of a suite of Transit Security Personnel equipment. This equipment would include a taser, BWV), and an evidence management system. A Test and Evaluation (T&E) of one (1) month, possibly longer, is being considered before finalizing the adoption of a BWV system.

Anticipated Impact or Outcome: Increased transparency, integrity, and safety for Transit Security Personnel and the public.

Project Budget and Resources: Equipment - \$1.75m plus \$500K, storage/management = \$2.25M start up, Storage, maintenance, and management is \$500K annually

Timeline: Procurement preparation 2/28/22, Contract award 5/9/22, Training 5/22/22

Evaluation Criteria: Positive input for incident investigations

Area of impact:

Riders and employees

Progress to date:

Scope development

Lead Department:

SSLE

#25

Initiative: Unconscious Bias Training**Public Safety Vision:** Diversity, Compassion & Care**Project Description:**

Purpose: The objective of the training is to ensure all Metro Transit Security Officers recognize implicit bias and promote a culture within the Transit Security Department of equity, openness, and positivity. The training will expose Transit Security Officers to the existence of implicit bias and teach officers to identify their own personal implicit biases and how to adjust their behaviors to minimize or eliminate biases. Initial Unconscious Bias Training was provided to SSLE staff in September 2020. All current Transit Security Officer received their initial Unconscious Bias training by December 2020 and quarterly refresher training has been implemented.

Background: The death of George Floyd in May 2020 was a catalyst for civil unrest across the nation. Metro recognized that training in unconscious bias would educate Transit Security Officers to apply diversity, equity, and inclusion initiatives. This training will support other Metro initiatives to improve racial justice and inequities. In September 2020, SSLE assembled an Unconscious Bias Training program for the Transit Security Officers. The quarterly training material was vetted through Metro's contracted psychologist.

Anticipated Impact or Outcome: Improvements in reported or detected bias incidents

Project Budget and Resources: Paid out of SSLE Budget, approximately \$17,000

Timeline: Ongoing quarterly training.

Evaluation Criteria: Positive trend in reported incidents of bias

Area of impact:

Riders and security staff

Progress to date:

Training implemented

Lead Department:

SSLE



#26

Initiative: Public Safety Awareness Campaign**Public Safety Value:** Human Centered**Project Description:**

Purpose: Increasing public awareness of the new approach to Public Safety, including free Metro Apps and training. Promotion of the Transit Watch App, Bystander Training, and inform our riders of the SOS features on smartphones.

Background: Metro has many security apps and training options to support rider security awareness and reporting. With Covid, and the reduction of ridership, highlighting the resources will remind riders what is available and how to use the resources.

Anticipated Impact or Outcome: Increased security awareness and use of resources.

Project Budget and Resources: \$250,000

Timeline: Transit Watch Campaign 3/14/22, Bystander Training 3/15/22, Smartphone SOS 3/16/22, Ambassador and Mental Health Outreach Teams Campaign (Summer 2022)

Evaluation Criteria: Increased app downloads and use, positive customer survey

Area of impact:

Riders

Progress to date:

Campaign development

Lead Department:

Communications/Marketing



#27

Initiative: Public Safety Dashboard

Public Safety Value: Openness & Accountability

Project Description:

Purpose: Accountability and transparency are key pillars in reimagining public safety. An accurate public-facing dashboard will provide the public with timely information regarding security activities, crime, demographics, use of force incidents and complaints. The dashboard anticipated to pull data from each law enforcement and security staff component, presented clearly, accurately, and concisely. There are challenges to aggregating the data as each agency collects and classifies their data using different methods. Metro ITS and analysts have been meeting with each agencies' crime analysts and programmers to develop solutions to harmonize the data and potentially automate the process.

- Phase I: Implementation of prototype Safety Dashboard for public access: board report data displayed (e.g., demographic data related to citations and warnings); link to law enforcement agency websites (crime stats); link to Metro Transit Watch app; links to safety awareness tips, guides, and updates
- Phase II: Comprehensive and interactive Metro Power BI Dashboard for public access: crime data disaggregated by race and gender; equipment and software configuration to support external agency connectivity; GPS data related to incidents; interactive reporting and chat feature.

Background: Making data available to the public provides transparency for the public but is ineffective if the data is not accurate and disaggregated by race and gender. To achieve a public facing dashboard, the data streams from each agency must be evaluated and inconsistencies addressed. As of November 2021, some programming and data collection issues with LAPD's data have been identified, and changes have been implemented. LASD and LBPD's crime data issues will also be addressed using lessons learned from LAPD's issues. Metro Transit Security data is anticipated to be the easiest to incorporate as it will be captured in a new software system under acquisition.

Anticipated Impact or Outcome: Increased transparency of public safety activity

Project Budget and Resources: Phase I: No initial funding required; the internal Metro team can support. Phase II: Metro internal and external contract resources required at 2 FTE and 2 Contract Technology Staff. \$225K for initial consultant services (FY23); \$1.25M for equipment & configuration of the final design (FY24); 2 FTEs and approximately \$100K annual maintenance (FY24). (None spent)

Timeline: Phase I: Implementation of the beta site: May 2022. Focus group and customer experience evaluation: August 2022. Phase II: Planning and design: September 2022 launch with contract support. Implementation: March 2023.

Evaluation Criteria: Accurate, supportable data

Area of impact:

Accountability and oversight

Progress to date:

Synthesizing data

Lead Department:

SSLE

LA Metro Public Code of Conduct Review

LA Metro is assessing its public-facing code of conduct with the goal of reimagining a code of conduct that is more accessible and customer centric. The review presented in this document includes an evaluation of codes of conducts across different industries, including public transportation, for their content, distribution methods, accessibility, and reach in both physical and digital space. This review identified a few key areas in which LA Metro could focus its code of conduct assessment efforts.

1 Code of Conduct Comparison

Codes of conduct (see Section 1.1 for other commonly used terms), should be a concise list of rules that are used to control the safety, security, and quality of life of people while utilizing the space to which they apply. Codes of conduct can be backed by an administrative or civil penalty and enforced by security, police, and/or a combination of staff. Most U.S. public transportation agencies have similar baseline rules enhanced by whatever specific rules are required for that particular system, such as tunnel trespassing or ferry operations. New rules may also be added by an entity in response to a changing environment, such as requiring a mask or face covering and prohibiting sneezing and coughing on others as a result of public health emergencies (see Section 1.3 for additional discussion). Table 1 outlines various common code of conduct areas covered by a range of example transit agencies who post their codes of conduct online. Table 2 provides two examples of codes of conduct from the mall industry that are available online.

Table 1. Example Common Code of Conduct Areas by Transit Agency

Conduct Area	Transit Agency										
	BART	CATS	MCTS	MSP Metro	NY MTA	SACRT	Sound Transit	TriMet	UTA	Valley Metro	WMATA
Designated seating			X	X	X	X	X	X			X
Distract, disrupt driver or service	X		X	X	X		X	X	X	X	
Eating, drinking restrictions	X		X	X	X	X	X	X	X	X	X
Flammable substances, hazardous materials	X	X			X	X	X		X	X	

Conduct Area	Transit Agency										
	BART	CATS	MCTS	MSP Metro	NY MTA	SACRT	Sound Transit	TriMet	UTA	Valley Metro	WMATA
Harass, disrupt others ¹	X					X	X	X		X	
Correct Fare, Paid Fare Area	X		X	X	X	X	X	X		X	
Littering	X	X			X	X	X			X	X
Loitering, vagrancy		X			X					X	
Loud music, conversation, noise	X	X	X	X	X	X	X	X	X	X	X
More than one seat			X	X	*		*		*		
Non-service animal restrictions	X	X	X	X	X	X	X	X		X	
Required clothing, shoes	X		X	X		X	X		X	X	X
Respect the ride, others			X	X	X	X	X				
Skateboarding, scooters, rollerblades		X			X	X			X	X	
Soliciting, non-transit activities	X	X			X	X	X			X	
Spit, urinate, defecate	X	X				X			X	X	
Smoking, alcohol, other drug use	X	X	X	X	X	X	X	X	X	X	X
Stroller, carts, baggage storage			X	X	X	X	X	X	X	X	
Trespass	X	X			X						
Vandalism, graffiti	X	X			X	X			X	X	
Violence, including threat of	X		X		X	X			X	X	
Vulgar language, gestures	X	X	X	X	X				X	X	
Weapons	X	X			X		X				

See Appendix B for additional references and links to code of conduct.

* Agencies with the asterisk reference no lying down or feet on seats but do not specify more than 1 seat as a blanket statement.

¹ Between its 2013 posted code of conduct and its 2021 update, BART added to its list of prohibited acts “sexual harass[ment of] a BART employee or passenger (non-criminal)” in addition to the previously included prohibition of “treaten[ing], harm[ing] or assault[ing] a BART employee or passenger.” This addition could be considered an example of a transit agency updating its code of conduct in response to a changing environment, as the transit industry as a whole has seen an increase trend in harassment and assault of its operators over the past several years and especially during the COVID-19 pandemic.

Table 2. Example Codes of Conduct from the Mall Industry

Simon Mall Properties, Indianapolis, IN ²
<p>Thank you for choosing a Simon shopper center as your destination for shopping, great food, and entertainment. It is our desire to provide you with an enjoyable and delightful shopping experience. We ask all of our guests to conduct themselves in a respectful way in accordance with the code of conduct and all laws and local ordinances.</p> <ul style="list-style-type: none"> • Wear appropriate clothing. Hoodies are acceptable. • Disruptive behavior is prohibited. • No weapons. • Possession of open alcoholic beverages, except in designated areas, is prohibited. • No solicitation. • No pets (except service animals). • Engaging in non-commercial expressive activity, not sponsored by the center, is prohibited. • Smoking, except in designated areas, is prohibited. • No loitering. • No photographs or video recordings of any kind for commercial use. Video is acceptable for non-commercial and non-disruptive purposes. • Use of transmitters, radar, lasers, beacons, cellular triangulation, GPS, Wi-Fi, Bluetooth, magnetic or barometric technologies, or geographic information systems of any kind to capture geographic location or spatial data for commercial use is prohibited.
West Roads Mall, Omaha, NE ³
<p>This center is committed to providing an enjoyable shopping experience for our guests.</p> <p>While visiting this mall, the following general activities will not be accepted:</p> <ul style="list-style-type: none"> • Violations of the law • Any activity that threatens the safety of our guests, tenants and/or employees • Any activity that threatens the well-being of the property • Any activity that disrupts our pleasant, family-oriented shopping environment • Any activity inconsistent with the general purpose of the property, which is shopping, dining, visiting theaters or offices for business purposes • Any activity that would disrupt the legitimate business of the property and its tenants <p>Examples of specific activities that are prohibited include but are not limited to:</p> <ul style="list-style-type: none"> • Disruptive profanity, vulgar or threatening language • Unnecessarily blocking walkways, roadways, or storefronts • Running, horseplay or disorderly conduct of any nature • Excessive loitering • Operating unauthorized recreational and/or personal transportation devices in the shopping center • No firearms or illegal weapons

1.1 Ownership and Control of Codes of Conduct

Where a transit agency’s code of conduct resides within the agency and who “owns” it can impact the code’s content, format, distribution, and overall effectiveness. In a search of codes of conduct available online, ownership was not always clear, but it generally appears that the transit agency itself owns and controls the code of conduct,

² <https://www.simon.com/legal/code-of-conduct>

³ <https://www.westroadsmall.com/en/code-of-conduct.html>

typically through the Office of the CEO/General Manager, though other departments or divisions may be engaged in updates or revisions. It is typical that the agency board of directors has the ultimate approval of code updates or changes. This is true even when the underlying code or law is owned by another agency such as a city or State. In TriMet's case, the agency controls its code of conduct, which is backed up by TriMet code and City code. Information on this topic is limited online; additional information on code of conduct ownership and control is pending further input directly from transit agencies.

1.2 Terms for Code of Conduct

Terms for codes of conduct vary by organization and across industries. Common terms are listed below.

- Code of Behavior
- Rules of Conduct
- Abide to Ride
- Rules and Etiquette
- Standard Procedures
- Rules Conduct and Behavior
- Code of Ethics
- Guidelines
- Code of Practice
- Common Sense Guidelines⁴

1.3 Updating Codes of Conduct in Response to the COVID-19 Pandemic

Due to the current COVID-19 pandemic risks and new information for rider and operator health and safety, some transit agencies are updating their codes of conduct and adding precautions to protect passengers and staff. Figure 1 shows an example sign about wearing a face covering.

⁴ King Metro Guidelines <https://kingcounty.gov/depts/transportation/metro/about/safety-security/code-of-conduct.aspx>

Figure 1. Example Communication for Wearing a Face Covering on a Transit Vehicle*New Jersey Transit advertisement to riders (April 2020)*

The American Public Transportation Association (APTA) published a guide⁵ to safeguarding riders and employees during the COVID-19 pandemic. The guide includes recommendations that can be incorporated into transit agency codes of conduct and communication strategies. Examples include:

- Identify and implement persuasive messaging to encourage rider vigilance with wearing masks/face coverings and physical distancing, considering the CERC framework as a resource: <https://emergency.cdc.gov/cerc/>
- Adapt and apply the communication tools and resources provided by CDC: <https://www.cdc.gov/coronavirus/2019-ncov/communication>
- Communicate boarding considerations such as “rear door boarding only” and/or “face covering required” on transit vehicles with the destination sign and automatic voice announcements inside/outside of vehicle at every stop.
 - Frequent operator and station announcements (through the public address system) about:
 - (1) Precautionary measures the agency is taking.
 - (2) The value of passengers maintaining a log of their transit trips, including time of trip, vehicle number, route, seating position, number of riders, etc.; riders with smartphones can document with one or two photos when on the vehicle.
- Create a COVID-19 “Rider Responsibility” campaign, using all available media, centered on the following messages:
 - Do not ride if you have any indication that you might be ill or have been exposed to someone with COVID-19; if riding transit is your only way to get help, wear a mask/face covering, cough into your elbow, and minimize touching surfaces with your hands.
 - During any local “stay-at-home” period, only use public transit for essential trips.

⁵ [https://www.apta.com/wp-content/uploads/COVID-19 Transit Guide REVISION-2020_08_11.pdf](https://www.apta.com/wp-content/uploads/COVID-19_Transit_Guide_REVISION-2020_08_11.pdf)

- Wear a mask/face covering
- Physical distance from other customers.
- Avoid interactions with the operator/conductor/engineer and respect his/her need to distance from passengers.
- If you feel uncomfortable on a specific vehicle for whatever reason, get off and take the next vehicle.

1.4 Accessing Codes of Conduct Online

The example codes of conduct referenced in this section are all available online, but the ease of finding them varies. Table 3 summarizes the ease of accessing each of the codes of conduct included in Table 1 as well accessing LA Metro’s code of conduct. Ease of access is assigned a rough order of magnitude value evaluated using the combination of how many “clicks” it takes to navigate to the code of conduct from a transit agency’s home page. When codes of conduct could not be located by navigating the website, an attempt was made to search “code of conduct” and “rider rules” in the transit agency website’s search function. In several cases, the codes of conduct were only found using outside search engines (e.g., Google). In general, the most intuitive location for posting online codes of conducts was found to be under the agency’s equivalent of “How to Ride” or “Plan Your Trip.”

Table 3. Ease of Accessing Codes of Conduct Online

Transit Agency	Ease of Access	Location	Comments
LA Metro	Hard	*About Metro-Ethics *Safety/Security – Rider Safety *Riders with disabilities	Note there are three versions of “Code of Conduct” found on the LA Metro website. One is aimed at employee/contract ethics codes, one is a 26-page brochure: “Metro Customer Code of Conduct”, and one is 3-page brochure “Everyone Deserves to Enjoy the Ride”
BART	Easy	Using BART	
CATS	Hard	Not found	
MCTS	Easy	Rules for Riders	
MSP Metro	Easy	Help-How to ride	Includes the statement “Some parts of the code are just common sense; others are dictated by state law .”
NY MTA	Medium	Safety and security	Includes fines for violations and state law citations for the rules
SACRT	Hard	Safety>Rules and Regulations	Could not navigate to from homepage. Search function on website difficult to find at the very bottom of the page without the common magnifying glass icon. Code of conduct difficult to identify in search results.
Sound Transit	Easy	Ride with us-Rules and Etiquette	
TriMet	Easy	Guide>Rules for riding	Located via menu bar <i>Guide</i> dropdown and clicking <i>Rules for riding</i> . The bottom of the code of conduct includes link to TriMet Code and Portland City Code .

Transit Agency	Ease of Access	Location	Comments
UTA	Medium	How to ride-rider rules	
Valley Metro	Easy	How to ride-Respect the ride	
WMATA	Easy	Rider Guide-Rules and Manners	Includes versions of code of conduct for bus and rail.

2 Posting Physical Code of Conduct Signage

Posting codes of conduct online can be limited in impact in that, generally, people must know to look for them. In contrast, posting physical code of conduct signage helps deter negative behavior and communicate to each person what is expected of them while using the space. Codes of conduct can also communicate the potential consequences for violations. For public transportation, codes of conduct should be posted on system vehicles, trains, stops, platforms, and public buildings.

Consistent, clear, and well-maintained signage, including codes of conduct, throughout a transit system strengthens both real and perceived security of that system and its users. It is also important not to *over* post signage, which risks creating so much noise that users of a system tune out the signage altogether. Balance and strategic placement are key to effectively posting code of conduct signage, especially in busy public spaces like public transit.

2.1 Visual Design Components

The following attributes are widely recommended for code of conduct signage visual design components:

- Open location with adequate lighting
- Bright/exciting
- Include images and graphics
- Easy navigation
- Avoid mixed messages
- Align with company branding
- Reflect with the company culture

Refer to **Error! Reference source not found.** for visual examples of publicly posted codes of conduct.

2.2 Accessibility Components

All types of signage on a system should meet baseline standards for accessibility, design, and branding and be detectable, conspicuous, legible, and comprehensible.

Factors to consider include font and size of text, language(s), symbols, placement and color scheme of the sign, and overall purpose of the sign (e.g., for security, for wayfinding, for general information, etc.). Standards are context-specific and dependent on the purpose and use of the sign.

In general, all types of signs are more user-friendly when they use fewer words and rely more heavily on common symbols and images to communicate. This is particularly important in multilingual spaces where English cannot be assumed to be a first language or spoken at all by users of the space. It is also helpful to consider how symbols could be interpreted in different cultural contexts, especially in spaces that see high numbers of international tourists.

For when text is used on posted signage, Table 4 outlines the general rule of thumb to increase lettering height by 1 inch for every 10 feet of viewing distance.

Table 4. Letter Height & Viewing Distance for Person with 20/20 Vision

Letter Height (in)	Ideal Readable Distance (ft)
3	30
4	40
5	50
6	60
7	70
8	80
9	90
10	100

Additional standards exist depending on the intended purpose of the signage, such as the Occupational Safety and Health Administration (OSHA)-endorsed American National Standards Institute (ANSI)/ National Electrical Manufacturers Association (NEMA) Z535 best practices for safety signage. ANSI/NEMA Z535 provides guidance on colors, symbols, application, and use for safety signage. In the California Manual on Uniform Traffic Control Devices (CA MUTCD, revised March 2020), the California Department of Transportation (Caltrans) provides guidance on the purpose and use of signs and on sign design such as shapes, colors, dimensions, symbols, location, and lettering size and style. The CA MUTCD also advises against excessive use of signs and how to avoid surpassing that threshold. It should be noted that the CA MUTCD is focused on roadway signage, though it does provide guidance for signage at transit and rail interfaces with roadways such as signage for rail grade crossings, for marking light rail transit vehicle dynamic envelopes, and for directing road users to a light rail transit station.

3 Assessment of LA Metro's Code of Conduct

3.1 LA Metro's Existing Code of Conduct

Preliminary review found that that LA Metro's code of conduct:

- Is not accessible in both the sense that is difficult to locate it online and there are three locations and multiple versions (not all focused on Customer Code of Conduct) and that the text and language is not user friendly. Finding the passenger code of conduct takes some hunting and does not easily come up when searching the website. The first search result returned provides the Ethics “code of conduct”, not the rider’s code of conduct. The other links were much more difficult to find.
 - Via Safety & Security on Metro: <https://www.metro.net/riding/safety-security/#:~:text=Customer%20Code%20of%20Conduct>
 - Via Accessibility on Metro: <https://www.metro.net/riding/riders-disabilities/#:~:text=Metro%20Customer%20Code%20of%20Conduct>
 - Note: The “English” link and the “Spanish” link both go to the English version of the Code. Unable to locate Spanish version except through the Metro Transit Court site.
 - Via LA Metro Ethics: <https://www.metro.net/about/ethics/> . This is the Ethics code of conduct, not a passenger “code of conduct.”

Within the current code, there are over 60 violations or warnings that are delineated. Several have multiple types within a category, such as “Unsafe Conduct” or “Failure to obey Signs”.

3.2 Legal Status of LA Metro’s Code of Conduct

LA Metro’s Code of Conduct is a mix of criminal and administrative violations. Approximately 33% of the code of conduct items are tied to the California Penal Code or California Public Utilities Code.

ATTACHMENT A Transit Agencies Code of Conduct

Transit Agency	Level of accessibility	Location	Link	Agencies that include any requirements involving using more than 1 seat and or/ Excess luggage	Example
LA Metro	Hard	*Safety & Security/Rider *Resources About Metro-Ethics *Riders with Disabilities (FAQs)	https://www.metro.net/riding/safety-security/(Rider Safety Resources) https://www.metro.net/about/ethics/#code-of-conduct https://www.metro.net/riding/riders-disabilities/#:~:text=Metro%20Customer%20Code%20of%20Conduct	Yes	
BART, San Francisco	Easy	Using BART	https://www.bart.gov/sites/default/files/docs/Customer%20Code%20of%20Conduct%20Updated%204%2022%2021.pdf	No	
CAT, Charlotte, NC	Hard	Not found		No	
MCTS, Milwaukee, WI	Easy	Rules for Riders	https://www.ridemcts.com/how-to-ride/rules-for-riders	Yes	<ul style="list-style-type: none"> • No riding for multiple roundtrips on the same bus. Riders may not lay down, place feet on seats, or take up more than one seat. • Only service animals or animals in a closed pet carrier that fits on the passenger's lap are allowed.
MSP Metro, Minneapolis, MN	Easy	Help-How to ride	https://www.metrotransit.org/how-to-ride State law included as link	Yes	<ul style="list-style-type: none"> • One seat per customer- Your bag belongs on your lap, not taking up the seat next to you.
NY MTA, NY, NY	Medium	Safety and security	https://new.mta.info/document/36821 State law included as link	No*	<ul style="list-style-type: none"> • occupy more than one seat on a station, platform or conveyance when to do so would interfere or tend to interfere with the operation of the transit system or the comfort of other passengers; (2) place their foot on a seat on a station, platform or conveyance; (3) lie on the floor, platform,

					stairway, elevator, escalator, landing or conveyance; or (4) otherwise interfere with or impede the movement of passengers or personnel of the authority or the MTA in a station or on a stairway, elevator, escalator, platform or conveyance
SACRT, Sacramento, CA	Easy	Safety and Security- Abide 2ride	http://www.sacrt.com/safety/abide2ride.aspx	No	
Sound Transit, Seattle, WA	Easy	Ride with us-Rules and Etiquette	https://www.soundtransit.org/ride-with-us/know-before-you-go/rules-etiquette	No*	<ul style="list-style-type: none"> • Hold personal items, store in overhead racks or under the seat • Do not lie down or place feet on seats.
TriMet, Portland, OR	Easy	Guide-Rules for riding	https://trimet.org/guide/rules.htm State Law included as link	No	<ul style="list-style-type: none"> • Don't block the aisles or doors. • If you have a bag or bike, make sure it's not blocking the aisle or doorway. If you're standing, move back so others can board. On buses and MAX trains, we recommend using a folding "umbrella" style stroller. Large and double-wide strollers are not practical for use on TriMet. You can board the bus with your child in the stroller, and your baby or toddler may remain in the stroller if there is space in the priority seating area. Learn more about bringing a stroller on board.
UTA, Salt Lake City, UT	Medium	How to ride-rider rules	https://www.rideuta.com/Rider-Info/How-To-Ride/Rider-Rules	No*	<ul style="list-style-type: none"> • Strollers must be foldable and be able to fit safely on ramp platforms and vehicle lifts. • The placement of large items such as strollers is permissible in the securement area and priority seating only if riders in mobility devices do not need the area. • While riding the bus, federal law requires all riders to stay behind the white line located behind the driver. • All riders are required to obey reasonable requests from the vehicle operator or any other UTA representative. This includes whether carry-on items are acceptable. Conversations with the bus driver that

					<p>distract from the safe operation of the bus are prohibited.</p> <ul style="list-style-type: none"> Large items that do not block doors, aisles or priority seating and can be easily boarded through doors and aisles are permitted on buses and trains. Wet, leaking or items believed to contain hazardous substances are not permissible. Items must be able to be carried onto the vehicle by a single person in a single trip. On buses items must be loaded only through front doors. Passengers must control all items at all times.
Valley Metro	Easy	How to ride-Respect the ride	https://www.valleymetro.org/how-to-ride/respect-ride	No	<ul style="list-style-type: none"> Large items that do not block doors, aisles or priority seating and can be easily boarded through doors and aisles are permitted on buses and trains. Wet, leaking or items believed to contain hazardous substances are not permissible. Items must be able to be carried onto the vehicle by a single person in a single trip. On buses items must be loaded only through front doors. Passengers must control all items at all times. Large items that do not block doors, aisles or priority seating and can be easily boarded through doors and aisles are permitted on buses and trains. Wet, leaking or items believed to contain hazardous substances are not permissible. Items must be able to be carried onto the vehicle by a single person in a single trip. On buses items must be loaded only through front doors. Passengers must control all items at all times. Taking up more than one seat is prohibited. Saving or “holding” seats is also prohibited

WMATA	Easy	Rider Guide-Rules and Manners	https://www.wmata.com/rider-guide/rules/bus.cfm https://www.wmata.com/rider-guide/rules/rail.cfm	No	
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Reimagining Public Safety



Metro

CHIEF EXECUTIVE OFFICE

February 2022

Public Safety Mission Statement and Values



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

- > Implementing a **human-centered approach**
- > Emphasizing **compassion** and a **culture of care**
- > Recognizing **diversity**
- > Acknowledging **context**
- > Committing to **openness** and **accountability**

PSAC

Board adopted 12/2/21

Status of Motion 26.2

Judy Gerhardt, *Deputy Chief*
Desarae Jones, *Sr. Director*



Status – Motion 26.2

Improve security for Metro customers and employees



- **Transit Ambassadors**
- **Security Blue Light Call Boxes – “Call Point”**
- **Right-of-Way (ROW) Intrusion Prevention**
- **Elevator Attendants**
- **Bus Strategies: Operator Security**
- **Flexible Dispatch and Co-Location**
- **HAL Shelter**
- **Homelessness Consultant**
- **Homeless Outreach Program Improvements**



PSAC

Transit Ambassador Program



Improved customer experience and visible presence

- Provide customer information and a friendly, knowledgeable presence on the system with contracted staff, including promotores, who are trained in public safety awareness and response.
- Contractors to develop, manage and operate the pilot transit ambassador program on bus/rail, stations/stops.
- Scope of Work in process.
- Anticipate RFP release 3/1/22.
- Ambassador Program launch fall 2022.



Homeless Outreach App



Better tracking and coordination of outreach efforts

- Procured an app specifically for Metro to use to coordinate outreach at encampment sites countywide.
- This app will allow for Metro and partner agencies to better coordinate outreach and track engagement.
- Timeline: ITS approval for licensing 2/2022; implementation of app 3/2022; evaluate and report on app, usage and coordination 12/2022

Social Work/Medical Student Outreach Program



Increased presence of outreach workers and provide opportunities for students

- Identify schools to create a new partnership in workforce development with medical and social work students to expand Metro's homeless outreach efforts.
- Increased presence of outreach workers on the Metro system and provide fieldwork opportunities for students.
- Timeline: Identify partner schools 3/2022; identify budget and develop program framework 5/2022; potential launch fall 2022

Status of Motion 44

Nicole Englund, *Chief of Staff*



Critical Mental Healthcare & Connection to Housing



- Renewed partnership with LAHSA.
- Inclusion in LAHSA's Annual Point in Time Count.
- Metro is not able to connect directly to some housing options, including A Bridge Home – Metro needs access to dedicated funding for housing and outreach.
- In the last 2 weeks Metro housed 79 individuals (1 placed in sober living, 78 placed in hotels funded by Metro with 50 transitioned to Metro's HAL shelter). There are limited options for housing in LA county - a real problem that Metro cannot solve on its own.

Critical Mental Healthcare & Connection to Housing (cont.)



- Continue to work with LA County Department of Mental Health for crisis intervention resources.
 - DMH can provide mobile crisis outreach teams
 - DMH+UCLA Prevention Center of Excellence to provide training support for MTA personnel to build capacity to identify mental health concerns on the system and proper responses from clinical providers.
- Last month, LA Mission signed on for a pilot at several key Metro stations and DHS activated service planning area coordinators to provide expanded outreach at encampment sites adjacent to Metro properties.

Customer Code of Conduct



Review of Customer Code of Conduct



- The majority of citations and warnings under Metro's code of conduct are given to African-Americans (50%). This is disproportionate given the ridership: African-Americans (16%).
- While the current outcomes do not rise to the level of formal discrimination, racial inequities and racial harm are made evident through the initial analysis of the data.
- Traditional focus has been on the rider rather than the outcomes. CEO Wiggins has initiated an assessment of the Code that includes an evaluation of Codes of Conduct of different industries, including public transit, for their content, distribution methods, accessibility, and reach in both physical and digital space.
- Last month, Metro participated in a program to remove all prior instances of fare evasion citations given to youth before 2017 from their record. Since 2017, Metro no longer cites youth for fare evasion.

Reimagining Public Safety Strategic Framework

Stephanie Wiggins, *CEO*

Gina Osborn, *Chief Safety Officer*

Judy Gerhardt, *Deputy Chief*





Current Model

- Prescriptive and Fixed
- Inconsistent Rule Compliance
- Reactive Response
- Obscure Data & Outcomes
- Enforcement-Focused through a singular tactical response (“one size fits all”)
- Siloed



New Model

- Data-Driven and Flexible
- Equitable Rule Compliance
- Proactive Response
- Transparent Outcomes
- Strategic Enforcement through analytics-led safety & security using a layered approach
- Collaborative

Reimagined Public Safety Strategic Framework



What is meant by “analytics-led”?



- “Analytics-led” does not mean racial profiling. Racial profiling is a discriminatory practice of targeting individuals for suspicion of crime based on their race or ethnicity.
- Our use of “analytics-led” means using advanced technology to collect and analyze data that can be used to more efficiently to direct resources to the places where they are likely to be beneficial.
- The framework relies upon an equitable analytics-driven deployment of resources to better secure the safety of our riders and employees.
- Consistent with Motion 25.1, the equitable-analytics led framework will provide the foundation for developing key performance indicators that reflect how the pilot influences the rider and employee experience.

Public Safety Framework: Six Key Focus Areas



INFORMED BY ANALYTICS-LED APPROACH



Accountability & Transparency

Building a cohesive data stream from all sources as basis for public safety activities

Being transparent and accountable to employees and the public



Resource Deployment

Layers of staff resources proactively deployed, based on data, to provide a safe and secure environment

Customer-centric staffing includes ambassadors, law enforcement, security



Tools & Technology

Identifying and implementing the proper tools and technologies for each layer of staffing



Training & Procedures

Training and procedures to provide employees and contractors with the information and competency they require to do their job



Security Design

Implement design that supports a safe and secure space for riders and employees

Using customer/employee/law enforcement input and data to improve the environment.

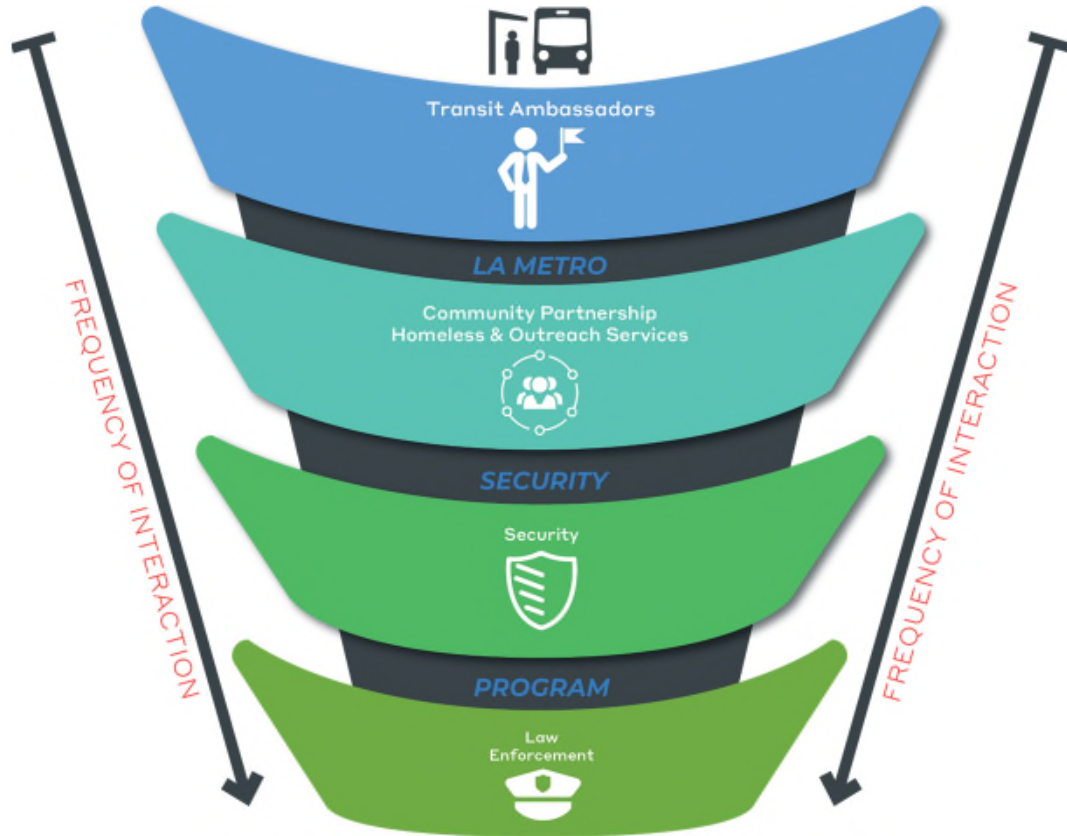


Communication & Public Education

Communicating with the riders and community about public safety, ride expectations and resources to make their experience positive

Staffing to Support Public Safety





Transit Ambassador Program

- > Visible contracted customer-centric staff
- > Friendly and knowledgeable presence
- > Trained and deployed on vehicles, and in stations and stops
- > Adding elevator attendants

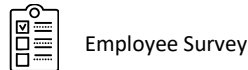
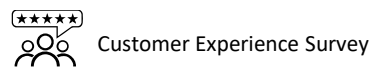
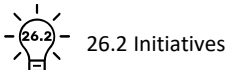


Modernize the Infrastructure Protection Contract

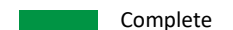
- > Revisions to RMI work scope to align with current Metro initiatives and vision
- > Implement principles of “8 Can’t Wait”



IDENTIFICATION ICONS



PROGRESS INDICATORS





Flexible Dispatch and Co-Location

- > Co-located LAPD dispatcher allows for a variety of team configurations based on incident criteria
- > Allows for mental health providers to be included in the response



Elevator Attendants

- > Potential solution for elevator misuse
- > Deemed non-feasible as a stand-alone
- > Being incorporated into Transit Ambassadors scope
- > Other mitigations being reviewed



Law Enforcement Commuter Engagement

- > High-visibility law enforcement teams, focused on heavy commuter peak period
- > Foot beat-based
- > Includes train coverage

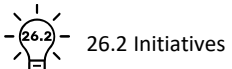


Homeless Outreach Program Improvement

- > Improve Metro's Homeless Outreach through a Phase 1 evaluation and Phase 2 program development



IDENTIFICATION ICONS



Customer Experience Survey



Employee Survey



PROGRESS INDICATORS

 In Process

 Complete



Homeless Rider Short-Term Shelter

- > Temporary increase in short-term homeless shelter space
- > Completed- program in operation



Social Work/Medical Student Outreach Program

- > Partnership with medical and social work students to support outreach efforts
- > Provides experience for students and additional coverage for Metro



Mental Health Co-Response Teams

- > Expansion of mental health services with the Department of Mental Health
- > Addition of clinicians to co-response teams



Fare Equity Mystery Shopper

- > Provides assessment of the equity of the fare compliance program
- > Completed – program in operation

IDENTIFICATION ICONS



26.2 Initiatives



Customer Experience Survey



Employee Survey



PROGRESS INDICATORS

 In Process

 Complete



Unconscious Bias Training

- > Training to recognize bias and promote a culture of equity, openness and positivity within Metro Transit Security
- > Completed- Quarterly refresher training



Situational Awareness Simulator

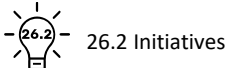
- > Provides for customized training for Metro Transit Security to proactively practice de-escalation, lethal force and other response scenarios

Bus Strategies: Operator Security

- > Assessing and implementing strategies, in coordination with bus operations and law enforcement partners, to increase bus operator safety
- > Scenario-based training
- > Weekly newsletters to address safety and security
- > Collect and evaluate feedback to refine strategies to address needs



IDENTIFICATION ICONS



Customer Experience Survey



Employee Survey



PROGRESS INDICATORS

 In Process

 Complete



Narcan for Metro Transit Security

- > Provide training and Narcan to Metro Transit Security
- > Support response to opioid overdose

Body Worn Video for Metro Transit Security

- > Provide body-worn video to Metro Transit Security
- > Support transparency, protect employees and riders

Homeless Outreach App

- > App would support coordinated communication and tracking of homeless outreach activities
- > Tailored to Metro needs and outreach program



Live Feed Video

- > Provide the capacity to obtain live, real-time video for bus and rail vehicles
- > Requires network and on-vehicle technology



CCTV – Ancillary Areas

- > Minimize intrusion to ancillary areas on B Line (Red) and D Line (Purple)
- > Would allow video and audio when intrusion detected

IDENTIFICATION ICONS



26.2 Initiatives



Customer Experience Survey




Employee Survey



PROGRESS INDICATORS

 In Process

 Complete



Public Safety Dashboard

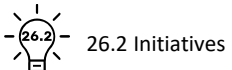
- > Provides public-facing dashboard with disaggregated data
- > Requires the implementation of a thorough data collection, analysis and reporting program



Early Warning Tracking Software

- > Data tracking system to track and manage all data associated with Metro Transit personnel
- > Allows early warning of potential behavioral trends that could lead to problems

IDENTIFICATION ICONS



Customer Experience Survey



Employee Survey



PROGRESS INDICATORS

 In Process

 Complete



Security (Blue Light) Call Boxes- Call Point

- > Blue light call boxes will replace other existing telephones and intercom units
- > Visible and improved direct line to emergency services and customer services



Right-of-Way Intrusion Prevention

- > Feasibility study to evaluate intrusion prevention strategies and technologies
- > Platform edge doors deemed not feasible due to system modification requirements and budget impacts

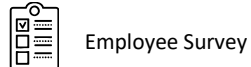
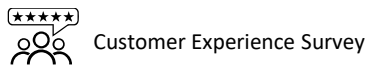
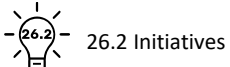


Bus Public Safety Strategies: Bus Stop Lighting

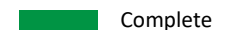
- > Bus stop lighting will help deter crime, increase the safety for riders and provide passenger visibility for bus operators
- > Prioritizing stops based on crime statistics and high volume



IDENTIFICATION ICONS



PROGRESS INDICATORS





Public Safety Awareness Campaign

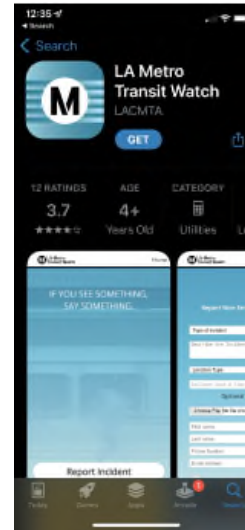
- > Increase public awareness of Metro apps and initiatives, including Transit Watch

Bystander Intervention Training

- > Develop training to inform expectations and educate around security incidents, witness tips, how and when to intervene

Child Safe Campaign

- > Effort to improve safety of K-12 students when using the Metro system
- > Highlights existing Metro programs



Code of Conduct

- > Develop a code of conduct to communicate expected rider behaviors
- > Communicate in clear and concise manner



IDENTIFICATION ICONS



26.2 Initiatives



Customer Experience Survey



Employee Survey

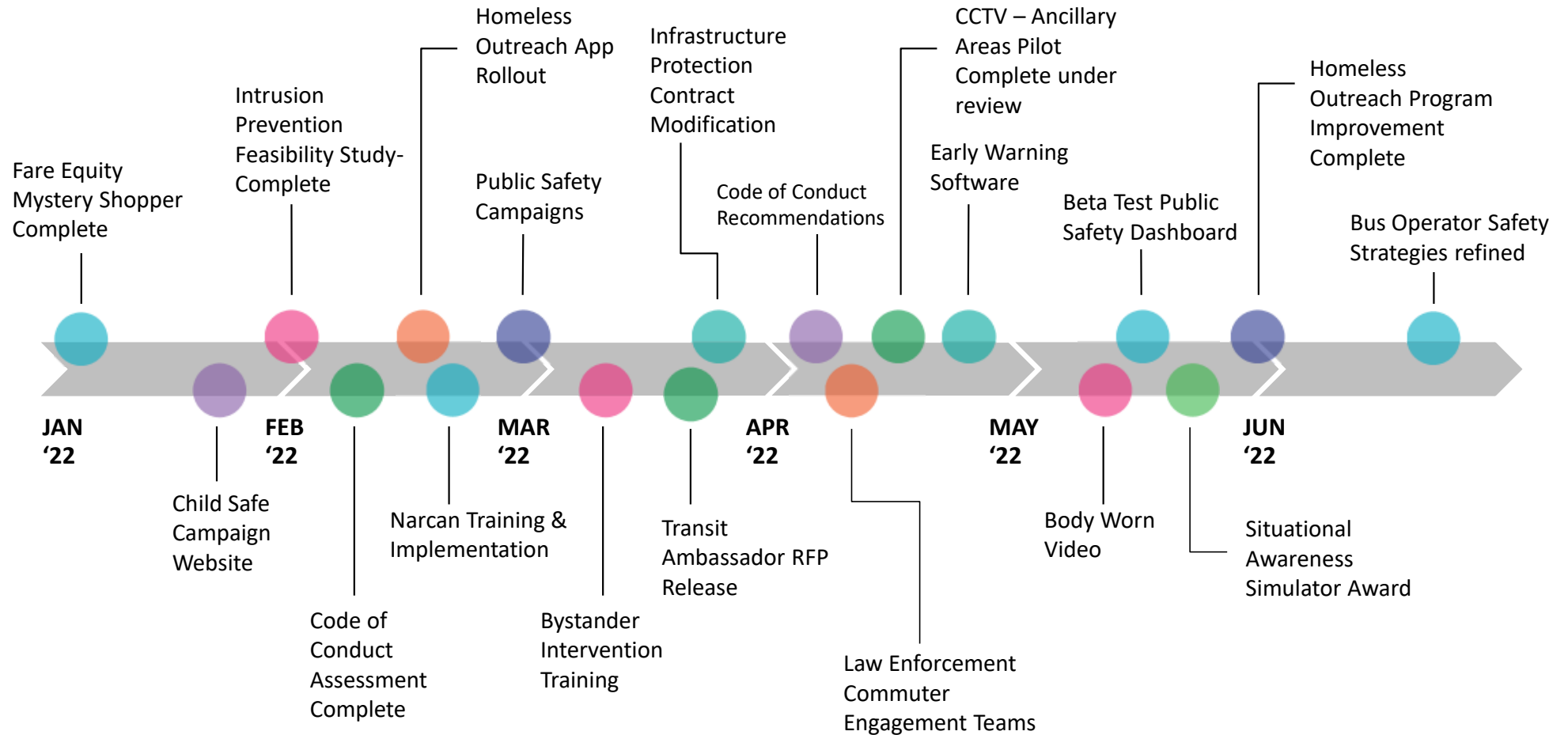


PROGRESS INDICATORS

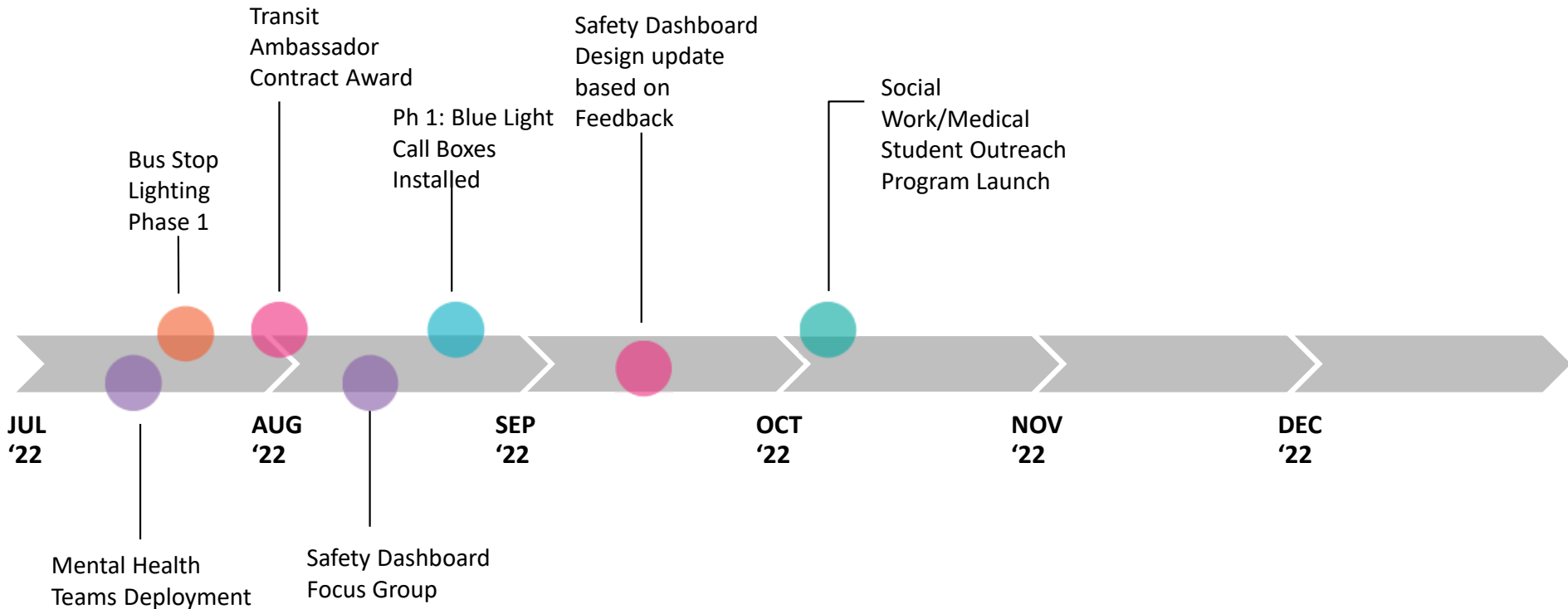
 In Process

 Complete

Timeline: January – June 2022



Timeline: July – December 2022



PUBLIC SAFETY EDUCATION CAMPAIGN CONTINUES. ALONG WITH A CUSTOMER AND EMPLOYEE SAFETY PERCEPTION SURVEY

Public Safety Program Objectives



- #1 Implement a world-class, **forward-thinking** analytics-based Public Safety Program
- #2 Develop **Metrics** that identify safety, security and risk trends and measures of effectiveness
- #3 Establish response and deployment protocols that involve a holistic, **equitable** and welcoming approach to ridership
- #4 Center public safety in the new state-of-the-art Security Operations Center to **enhance coordination** and collaboration



Benefits of an Analytics-led Program



- Consolidates public safety and risk management data into **valuable information** that can be shared internally and externally
- Allows **strategic decisions** for resource allocations and physical security requirements, as well as monitor performance
- Focuses on **getting ahead** of the trend(s) by tracking selected safety- and security-related incidents, and requiring follow-up
- Increases customer service by using **community-based** approach to preventing and resolving safety and security matters

Next Steps



- Releasing the Transit Ambassador RFP – March 2022 w/15-day public-review
 - Industry outreach
- Releasing the new Law Enforcement RFP- March 2022 w/ 30-day public review, due to complexity
- Assess internal structure to align w/ new framework & establish an Analytics Unit – May 2022
- Return to the Board with a comprehensive review of the Customer Code of Conduct w/ recommended changes and updates – April 2022
- Deploy DMH community ambassadors on the Metro system – Summer 2022
- Implement place-based public safety pilot – Fall 2022
- Quarterly reports to the Board on the status of the new framework

Questions?



Metro

CHIEF EXECUTIVE OFFICE



File #: 2022-0067, File Type: Oral Report / Presentation

Agenda Number: 34.

**REGULAR BOARD MEETING
FEBRUARY 24, 2022**

SUBJECT: CONSTRUCTION MARKET ANALYSIS

ACTION: ORAL REPORT

RECOMMENDATION

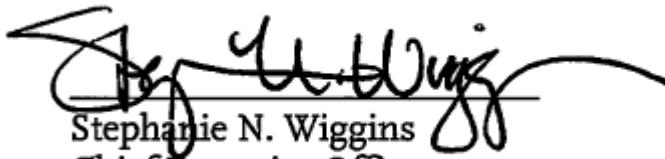
RECEIVE oral report on the Construction Market Analysis.

DISCUSSION

Update report covering the **CONSTRUCTION MARKET ANALYSIS**

Reviewed by:

Bryan Pennington, Chief Program Management Officer, (213) 922-7557



Stephanie N. Wiggins
Chief Executive Officer



CONSTRUCTION
MARKET ANALYSIS
2021 - 2022



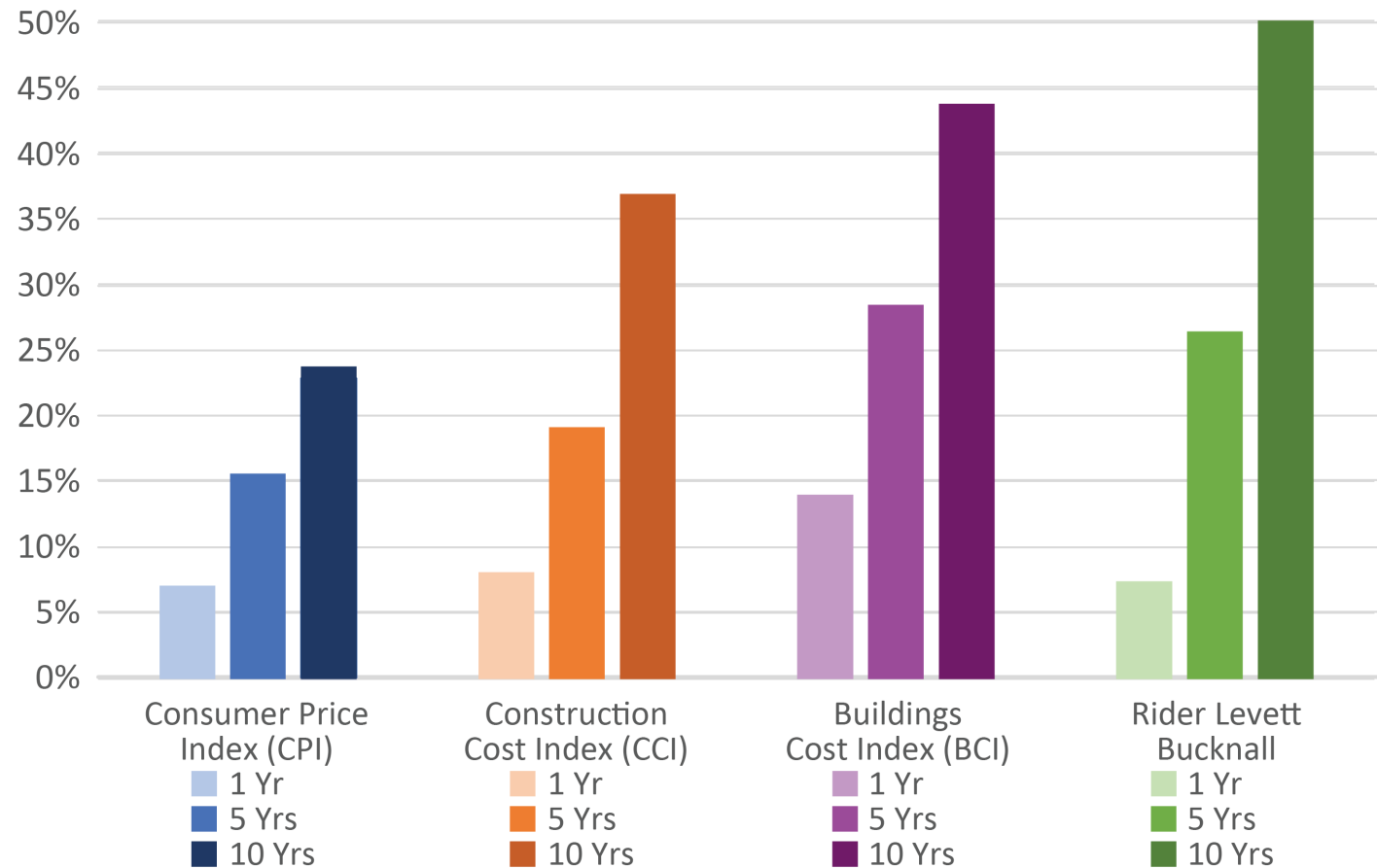
Metro™

2022

CONSTRUCTION COSTS OUTPACING MARKET

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

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

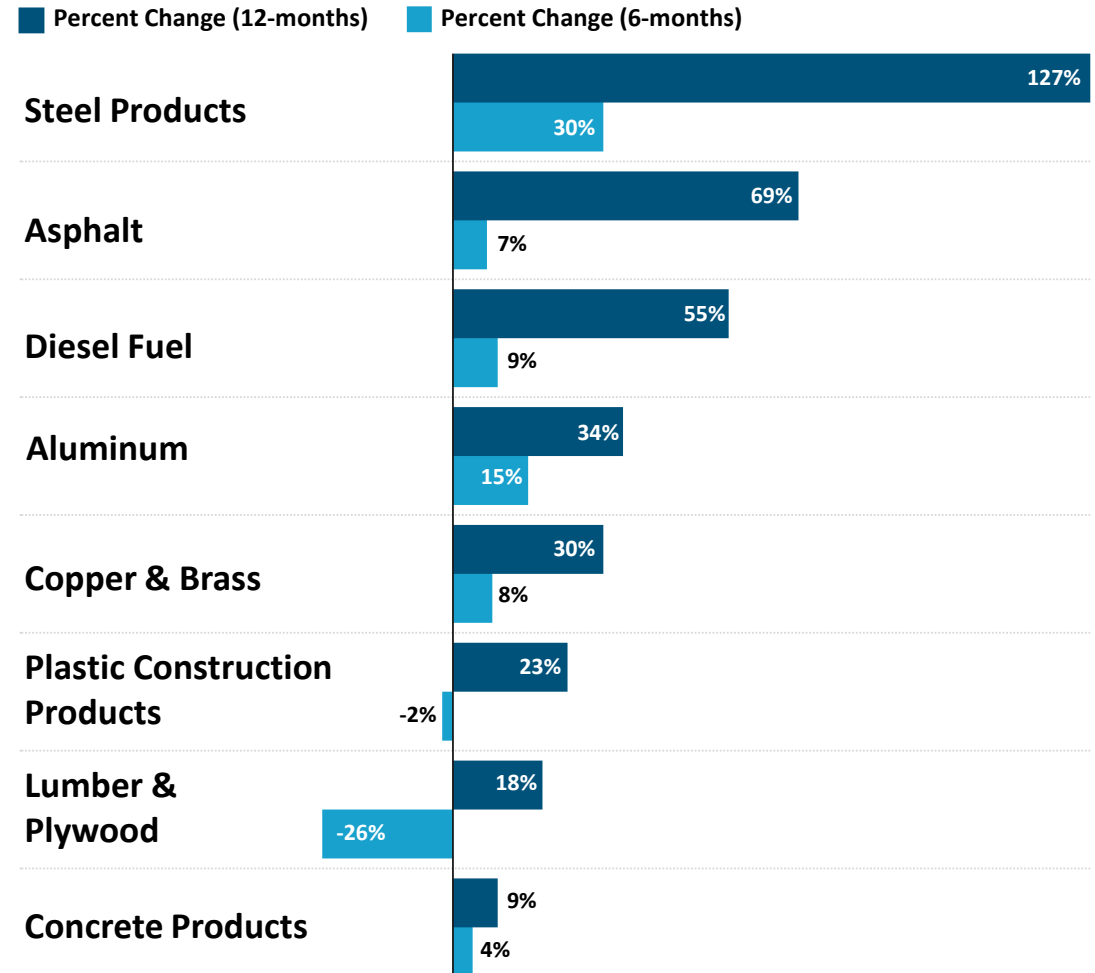


Sources: Bureau of Labor Statistics, Engineering News Record, Rider Levett Bucknall

CONTINUED INCREASE IN MATERIALS PRICES

- Majority of materials prices have jumped in the past year
- Lumber prices are normalizing
- Key drivers increasing the price of steel products:
 - High demand
 - Tariffs
 - Supply chain issues
 - Consolidation in the industry
 - Pandemic related shutdowns of steel mills

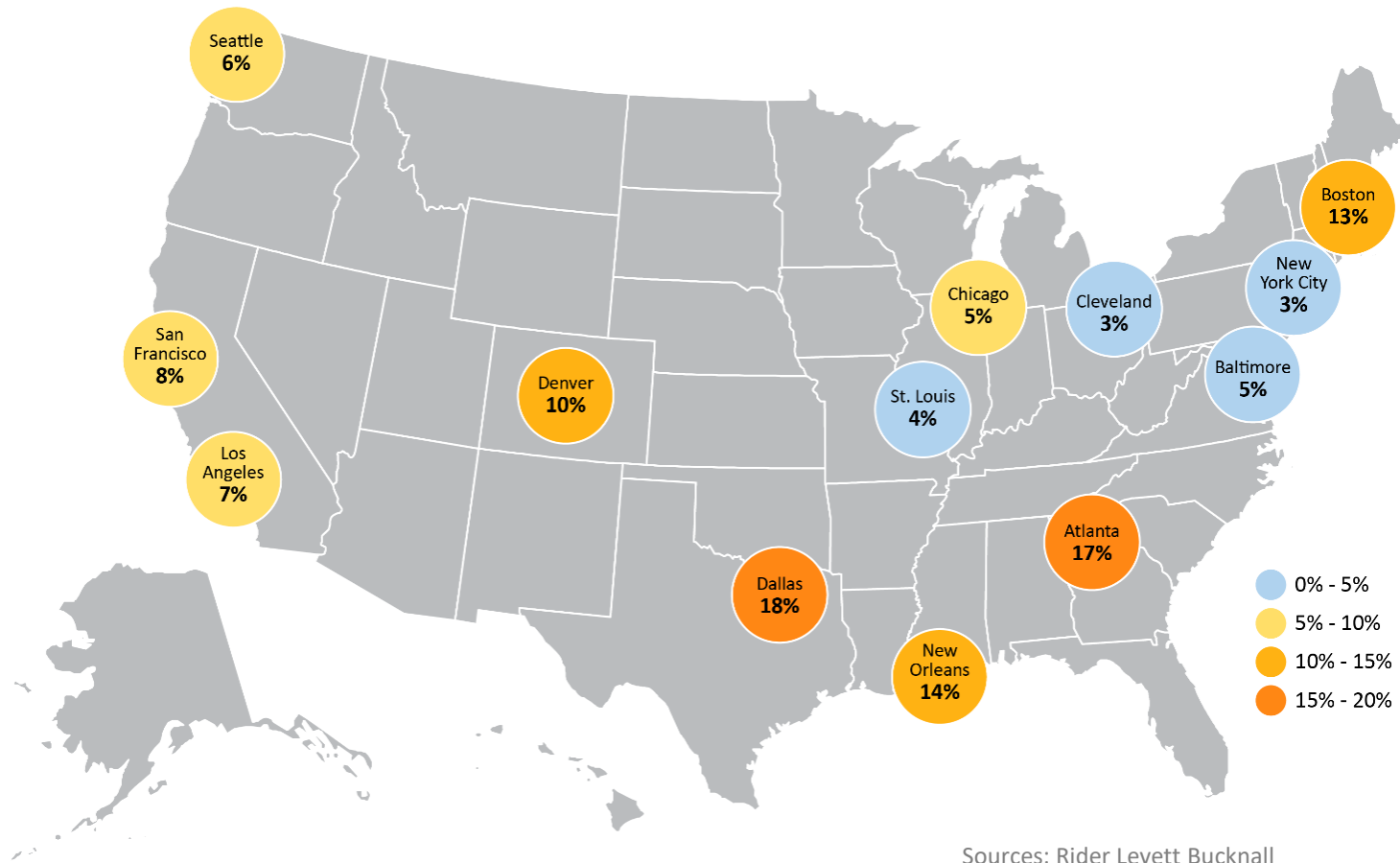
Construction Materials Cost: Percent Change



Source: Bureau of Labor Statistics

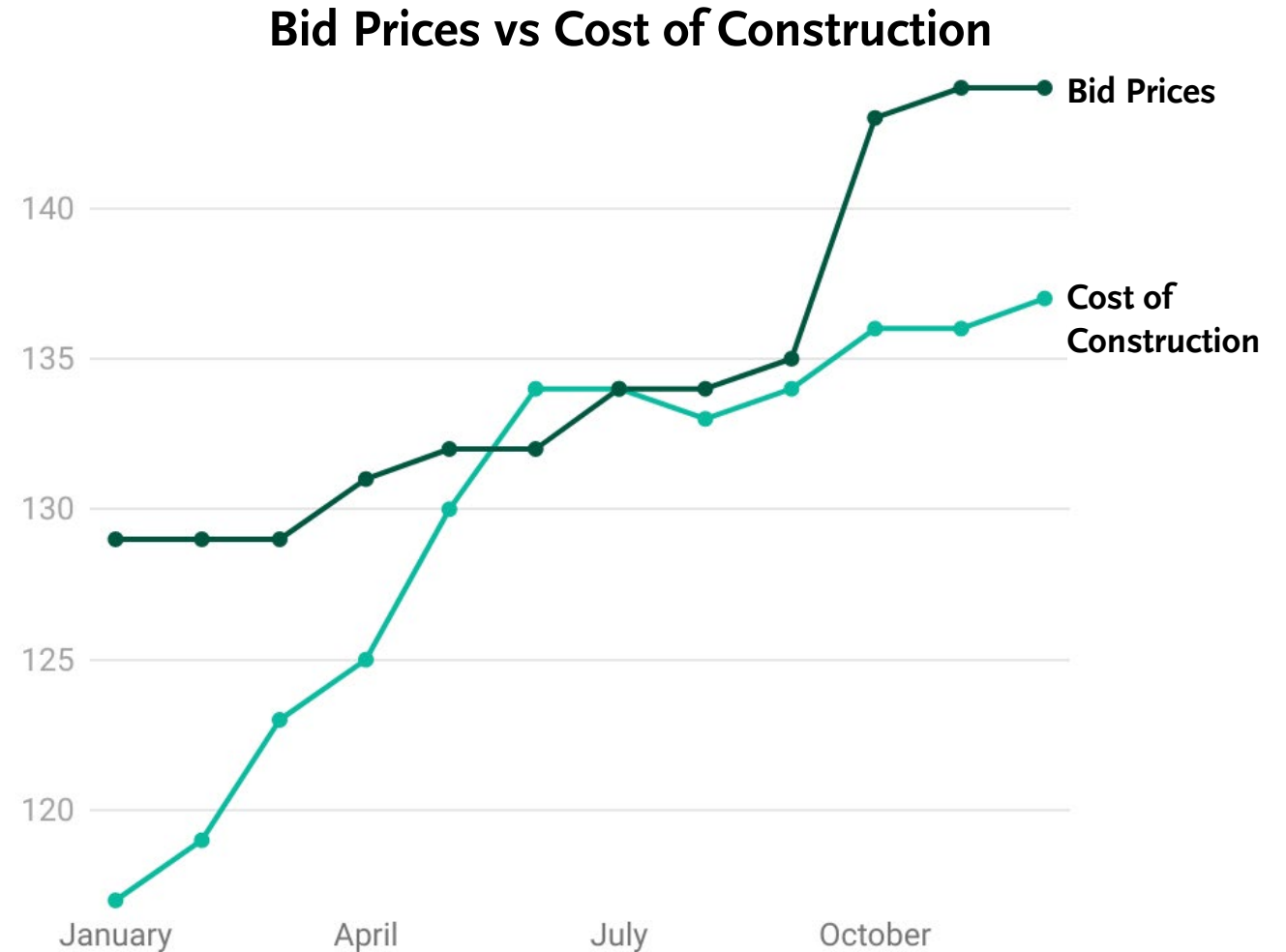
LOCAL & NATIONAL CONSTRUCTION INFLATION

- Los Angeles and national average peaked in the summer at 11% and 9% respectively
- Los Angeles experienced similar increases to the national average over the past year
- Current construction inflation rates for Los Angeles and national average are at 7%



COMPARING BID PRICES & CONSTRUCTION COSTS

- Cost of construction has increased by 20% this year
- Bid prices have increased by 13% this year
- Within the last 4 months, bid prices have jumped by 7%
- Contractors are passing along higher costs to owners
- High bid prices are anticipated to continue through the first half of 2022 shutdowns of steel mills



Source: Bureau of Labor Statistics

CONSTRUCTION MARKET OUTLOOK FOR 2022

- Transportation construction activity to increase by 5% compared to last year
- Inflation likely to remain high with a drop in the later half of the year
- Construction escalation is forecasted between 4% to 6% for 2022
- Challenges likely to continue in 2022:
 - Supply chain disruptions
 - High construction materials and services costs
 - Labor shortages
 - COVID-19 variants

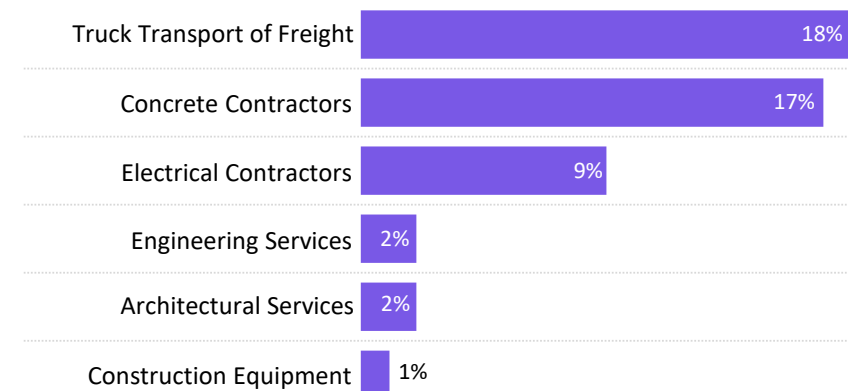
AGC Workforce Survey Results

86% of contractors are having a hard time filling positions

72% of contractors have difficulty finding quality workers

61% of contractors say shortage of workers resulting in delays

Labor-Related Construction Cost Increase in the Past Year



Source: Bureau of Labor Statistics

CONCLUSION

- Market factors arising from the ongoing recovery from the Covid pandemic continue to escalate project related costs. Updated economic projections indicate that this will continue into 2022 and supply chain issues and labor impacts will continue to be potential cost and schedule drivers.
- Staff will address the implication for Metro projects in our upcoming fiscal year Annual Program Evaluation. Staff will continue to monitor the market condition, develop and initiate mitigation strategies and continue Federal and State funding advocacy.



Metro

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

Board Report

File #: 2022-0109, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
FEBRUARY 24, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 27, 2022.

TO: Metro Board of Directors and CEO Stephanie Wiggins
DATE: January 18, 2022
RE: Bus Operator Shortage

Dear Metro Board of Directors:

The COVID-19 pandemic has drastically altered the daily lives of people across the globe. For nearly two years, uncertainty has upended work and family routines, all while our community members have faced trauma and isolation during these trying times. It is no surprise that services like public transportation have been asked to make difficult and demanding adjustments as well.

Throughout the pandemic, we, the undersigned individuals and organizations, have sought to balance patience with Metro as the agency moved to protect essential workers, such as Metro's bus operators and bus riders using transit to get to work at hospitals, grocery stores, and daycares, among others. We have shown up to tell Metro how service cuts impact riders who rely on good transit service. We have also thanked Metro's Board for listening to the outpouring of feedback and demanding a return to the pre-COVID service levels.

The latest staff report before the Metro Board suggests that Metro's promised service has fallen short. Despite the Board's assurances that service would be restored to pre-pandemic levels, riders have been left stranded as buses have failed to arrive according to schedule. The new report belatedly ratifies the anecdotal evidence that riders have been attesting for months: Metro is providing nowhere near the frequency of service that it promised the public.

With the current number of operator call-outs, Metro is not achieving the level of service promised in its timetable and the promise of NextGen. Now Metro is once again seeking to resolve the problem by potentially cutting bus levels of service.

We would like to express our opposition to a "right-sizing" plan that views frequent service as a problem to be solved with punitive cuts and transit austerity. Transit riders have continued to fight every day of this pandemic to keep Los Angeles moving. We deserve a transit system that will fight for us.

We are deeply concerned about what appears to be the lack of transparency in decision making, data sharing, and communications around levels of service. In March 2020, when

COVID-19 began spreading, Metro canceled all committee meetings for the month, cut transit service, and instituted a hiring freeze across the agency in anticipation of significant revenue shortfalls.

For the next several months, community members and advocates attended every Metro Board meeting, sharing their experiences of long waits for buses, crowded buses where people were not able to socially distance, and unreliable bus service. Month after month, the comments of bus riders were sidelined. Meanwhile, weekly ridership data from the American Public Transit Association showed LA Metro has suffered the least amount of transit ridership loss than anywhere in the country since the start of the pandemic¹, and the four LA Metro countywide sales taxes - a significant revenue source - were nowhere near the low revenue projections that had been forecasted. In fact, revenues were significantly higher than anticipated. Additionally, the Federal Relief COVID packages brought over billions of dollars in funds for transit operations. The last funding package, the American Rescue Plan, included at least \$1.24 billion in additional funding for LA Metro for the next two budget years. So if the funding was there, why is bus service still poor?

In January 2021, the Metro Board issued a motion directing staff to restore bus service to pre-COVID levels of 7 million revenue service hours by June 2021. However in February 2021, Metro staff pushed back on the Metro Board's recommendation citing the bus operator shortage and the delays caused by the hiring freeze - which had not been lifted until January 2021.

According to the [January 20, 2022 staff report on operations ridership and hiring](#):

- Pre-pandemic bus service cancellation averaged about 1-2%,
- But now bus service cancellations are currently trending at about 10-15%.

With funding in place, and the Metro Board committing to restoring bus service, why is the bus operator shortage still so severe one year later, and why is there no regional hiring strategy to methodically address the operator shortage?

As representatives of a broad coalition of transit advocacy groups, community leaders, policy analysts, and bus riders, we are hopeful that the Board of Directors will give serious consideration to the requests for information and transparency to inform and expand the conversations and input towards improving Metro's bus service.

¹ <https://transitapp.com/apta>

1. **Resume back door boarding and suspend fare collection immediately** to reduce deaths and severe illness of bus operators and riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and [reach peak transmission in California in 4-6 weeks](#), until the Omicron infection surge subsides, a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.
2. **Direct the Metro CEO** to resume back door boarding and suspend fare collection temporarily to protect bus operators and riders if future COVID infection surges occur.
3. **Provide information on labor, contract improvements, and rail operations**
 - a. Since there has been low enrollment for new bus operators, what is being done to restructure the job (pay rate, contract issues, hours).
 - b. What takeaways are coming up that will inform labor goals with the new Bus Operator contract being developed now?
 - c. What is Metro doing to increase the rate of retention of its bus operators?
 - d. What is the path to full time employment?
 - e. What are the changes being made to the training process? [This tweet calculated that the current rate of training will only graduate 299 operators per year \(so fewer net drivers added, since some leave the driver job\)](#).
4. **Provide Data: Bus operator call outs**
 - a. Breakdown of bus operator call outs by division from April 2020 - Present and monthly reports thereafter
 - b. Provide insight on how much of the ongoing operator shortage now is from Covid-related absences vs burnout-related attrition. Ideally this would be a chart going back to 2019. COVID leave, sick, vacation, workers compensation, disciplinary, other.
5. **Provide Data: Scheduled vs. actual bus service**
 - a. Data on scheduled vs Actual Bus Service from April 2020 - Present and monthly reports thereafter
 - b. A log of canceled service by route from April 2020 - Present and monthly reports thereafter
6. **Provide Data: Stop level analysis of bus ridership**
 - a. Analysis of neighborhoods that saw high ridership (less than a 50% drop) during April 2020 - Present. We have heard anecdotally that some bus lines/stops have

sustained ridership even in the early months of COVID-19. These potentially indicate key transit areas that require additional resources. To date, Metro has not released this data. Metro has only released line by line totals which make it impossible to see key clusters given the fact many Metro Bus Routes are over 10 miles long.

7. Provide information on management practices: Hiring freeze

- a. A better understanding of why the hiring freeze was not lifted earlier to identify the structural issues in the Transit Operations department that need to be addressed in order to ensure strategic planning and leadership for high quality service.

8. Provide information on management practices: Canceled bus runs

- a. Description of the process of how it is decided what bus runs are canceled and which ones are not. And, when operators are available, how/when/if cancelled runs are backfilled with extra board operators. And in terms of bus maintenance, are all canceled runs due to lack of operator availability or are there runs canceled due to lack of ready buses/buses out to preventive or non-routine maintenance?

9. Provide information on stop gap measures:

- a. What can be done now to improve management of operator call-outs without cutting bus service?

10. Provide information on funding: Federal ARPA dollars

- a. With the ARPA stimulus funds granted to Metro last week (they are not in the FY22 budget), and sales tax revenues coming in above expectations, what are Metro's plans to spend the additional revenue to address these issues (as either part of FY22 mid-year budget revision or for the FY23 budget)?

Sincerely,

Individuals

Christopher Ahuja

Dorothy Wong

Erik Abriss

Gregory Wright

Lorenzo Mutia

Muriel Nacar
Stephen Jones
Virginia Wexman

Organizations

Investing in Place
Ground Game LA
Move LA
People Organized for Westside Renewal (POWER)
The Independent Living Center of Southern California
The Transit Coalition

From: [REDACTED]
Sent: Wednesday, January 19, 2022 4:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Operations, Safety and Customer Experience Committee - Item #20 - public comment

Hello,

My name is [REDACTED] and I'm a community organizer with the Community Power Collective, and also a member of ACT-LA. I also am currently a co-chair of our transit justice committee within the ACT-LA coalition. I'm writing to express my extreme frustration in the re-instatement of fares on LA Metro buses.

As we all know buses are primarily used by working-class communities of color, which means that these folks will be the most impacted by Metro's decision to charge fares. Working people have accrued millions of dollars in debt to pay for utilities, rent, and food during the pandemic. While buses were fare-free, we experienced a steady increase of ridership on the bus system with as many as 13 million bus riders a week. LA Metro is a public good with 70% of its budget coming from our sales tax in LA County

The community members I work with in Boyle Heights and the East LA area have never had the luxury of working from home during the pandemic. They are working class people that depend on public transportation to get to work to keep our city running. The buses are infrequent and often too crowded to pick up people who have been waiting for long periods of time. Still, the elimination of fees during the pandemic has been a relief to families we work with. On Jan 10, 2022, the day the fares were re-instated, a small group of us did a small delegation to Metro HQ to deliver a letter to the board about our need for fare-less transit and better bus service, especially during the surge of the omicron variant.

Fare-less transit and all-door boarding was implemented as a precaution, let's continue to keep safety in mind for passengers and bus operators! We now have people bunched up in line while they wait to board and tap their TAP cards with no room for distancing. It is an injustice that while we continue in the middle of the pandemic, with cases of Omicron increasing, that Metro resumes the collection of passenger fares. Buses must be safe for their passengers and drivers!

Thank you,

[REDACTED]



**LITTLE TOKYO BUSINESS ASSOCIATION
LITTLE TOKYO BUSINESS IMPROVEMENT DISTRICT**

250 E. First Street, Suite 201 Los Angeles, CA 90012 Phone (213) 880-6875 www.visitlittletokyo.com

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Jason Toyoshima (Sushi Gen Restaurant)

January 17, 2022

The Honorable Hilda L. Solis
Los Angeles County Supervisor, First District
856 Kenneth Hahn Hall of Administration
500 W. Temple St.
Los Angeles, CA 90012

Re: West Santa Ana Branch Locally Preferred Alternative

Dear Supervisor Solis,

We, the Executive Committee of the Little Tokyo Business Association, managers of the Little Tokyo Business Improvement District (BID), are writing to express our support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you approve Alternative 1, Design Option 2, (an Alameda underground route and a Little Tokyo Station between 1st and 2nd Streets) as the Locally Preferred Alternative (LPA).

With the opening of the Regional Connector in the fall and the anticipation of thousands of new visitors each day, Little Tokyo will soon be firmly established as a thriving, transit-oriented community. The 19.3-mile, \$9 billion project brings the WSAB transit line to the long-underserved Southeast Los Angeles environmental justice communities. If combined, the Southeast cities' populations would constitute the second largest city in California.

While we understand the necessity of building this line in phases, we urge that the planning and construction of this entire project proceed as quickly as possible as this is our justification for the immediate approval of Alternative 1, Design Option 2 as the LPA. We look forward to working together to ensure that the one-seat ride from Artesia to Union Station becomes a reality.

Sincerely,

David Ikegami
President
Little Tokyo Business Association

cc: Martin Reyes



Little Tokyo Community Council
106 ½ Judge John Aiso Street, Suite 172
Los Angeles, CA 90012
213.293.5822 | info@littletokyola.org

January 17, 2022

Meghna Khanna
Project Manager, Metro
One Gateway Plaza, M/S 99-22-4
Los Angeles, CA 90012
KhannaM@metro.net.

Dear Meghna Khanna,

On behalf of the Little Tokyo Community Council (LTCC), a 501(c)(3) community coalition of businesses, residents, cultural, community and faith-based institutions, and other vested stakeholders in the Little Tokyo Community, we submit this clarifying and confirming letter of LTCC's position as our public comment for the draft EIR period to Metro as regards the West Santa Ana Branch Corridor Rail Project.

The Little Tokyo Community Council Board has voted and, by a majority, approved the following (with proposed mitigations to be discussed at a later time):

1) To support Alternative One: The Artesia to Union Station underground alignment along Alameda and passing through Little Tokyo.

The Little Tokyo Community Council Board has voted and, by a majority, approved the following:

2) To support **both** Design Options One **and** Two, i.e., a Station at Union Station near the Metropolitan Water Building **and** a Little Tokyo Station.

The Little Tokyo Community Council Board voted to approve the above measures at their September 28, 2021 Regular Board meeting. The minutes were then recorded and approved at the Regular Board meeting of October 26, 2021.

This is thus the Little Tokyo Community Council's letter of position to Metro. We appreciate the opportunity to clarify and reaffirm our position on both the Alternative One Alignment and Design Options One and Two above regarding the West Santa Ana Branch Corridor Rail Project, and we look forward to working closely with Metro's Staff and Board on this critically important Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Irene Simonian", written over a horizontal line.

Irene Tsukada Simonian
Chair, Little Tokyo Community Council

CC: Michele Jackson, Metro Board Secretary
Councilman Kevin de Leon, Council District 14
with Nate Hayward, Jennifer Barraza, Christopher Antonelli, Warren Furutani
County Supervisor Hilda Solis, with Martin Reyes
Mayor Eric Garcetti, with Daniel Rodman
Representative Jimmy Gomez, 34th Congressional District,
with Melissa Vargas, Matthew Inouye
Assemblyman Miguel Santiago, with Mark Gonzalez

The Little Tokyo Community Council is a nonprofit 501(c)(3) community coalition representing the interests of Little Tokyo, with membership from businesses, residents, community organizations, religious institutions, and other vested stakeholders in the Little Tokyo community.

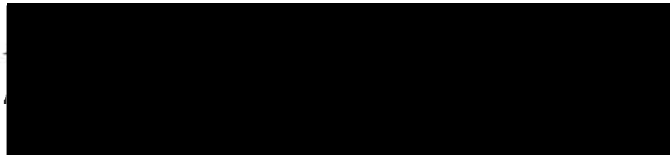
January 2022


We, the undersigned, agree that the West Santa Ana Branch Transit Corridor Project is a vital transportation project for our community.

We urge you to approve this project and move forward with a line from City of Artesia to Union Station as soon is possible



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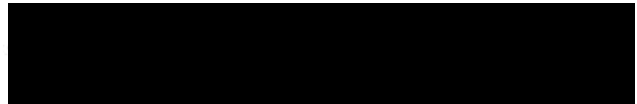



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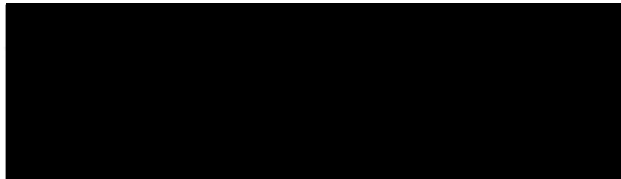


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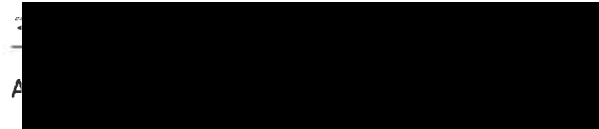


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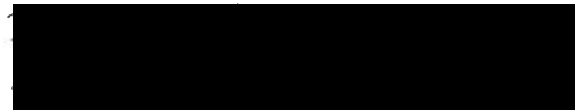


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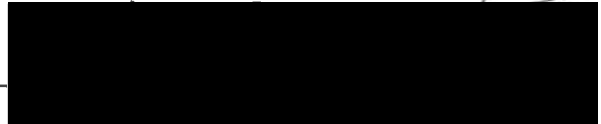
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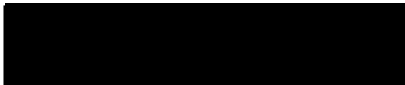
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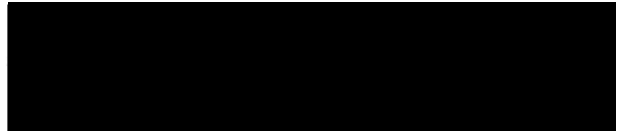
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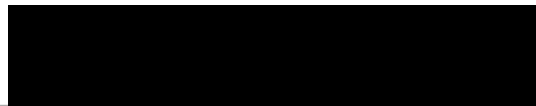


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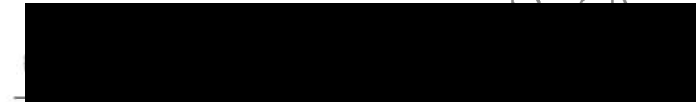


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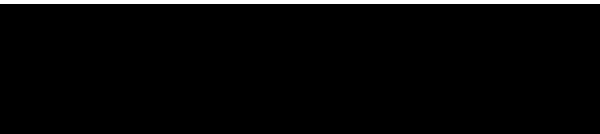

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January 2022

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January 2022

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January 2022

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January 18, 2022

Planning and Programming Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Long Beach's Support for Item 7

Dear Committee Members,

On behalf of the City of Long Beach, I write in support of Item 7 at the January 19, 2022 meeting of LA Metro's Planning and Programming Committee. Board Members Hahn, Mitchell, and Dutra's motion would provide critical resources to mitigate the environmental and safety impacts of LA Metro's proposed eastbound SR-91 Auxiliary Land Improvements Project (SR-91 Project) between Atlantic Avenue and Cherry Avenue, a historically underserved neighborhood in North Long Beach.

While the City appreciates LA Metro's efforts to fund the reconstruction of a retaining wall and landscaping through the SR-91 Project, these commitments do not address the full scope of the impacts resulting from the proposed freeway expansion. Widening the freeway will bring traffic—and associated noise and air pollution—closer to homes, education centers, and businesses in North Long Beach. Furthermore, the existing plan would only replace 153 of the 174 trees that would be removed through the SR-91 Project.

On December 1, 2021, the City sent the attached letter and information to LA Metro requesting mitigation resources to support the community surrounding the freeway, including funding for the City's Hamilton Loop park project and air filtration resources in the area impacted by the SR-91 Project.

We greatly appreciate Board Members Hahn, Mitchell, and Dutra's dedication to investing in environmental justice and equity in North Long Beach through this motion, and we urge the Committee to approve Item 7.

Sincerely,



THOMAS B. MODICA
City Manager

ATTACHMENT



December 1, 2021

Stephanie Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: City of Long Beach Mitigation Request for the SR-91 Auxiliary Lane Improvements Project

Dear CEO Wiggins,

On behalf of the City of Long Beach, I write to request investments to mitigate the environmental and community impacts of LA Metro's proposed eastbound SR-91 Auxiliary Lane Improvements Project (SR-91 Project) between Atlantic Avenue and Cherry Avenue in Long Beach.

The City appreciates LA Metro's efforts to fund the reconstruction of the retaining wall and landscaping through the SR-91 Project. These financial commitments are minimal, however, and do not adequately address the scope of air and noise pollution issues resulting from the proposed freeway expansion. The City requests the following mitigation investments to support the community surrounding the freeway:

- **\$30 million for the City's Hamilton Loop Project**, to implement the community's vision to reimagine the embankment along both sides of the SR-91 freeway into a thriving park space. This investment will not only mitigate new and existing impacts from the freeway within an environmental justice community, but also will provide essential green space in a park-poor neighborhood in Long Beach and replace the trees removed during the SR-91 Project. See attached for more information about the project and community support.
- **\$1 million for air and noise mitigation**. Given the significant impacts of freeway expansion, it is critical that LA Metro invest in air filtration systems and window soundproofing for residents in the neighborhood surrounding the SR-91 Project.

Thank you for your consideration of this request. If you have any questions regarding the funding projects, please do not hesitate to contact Tyler Bonanno-Curley, Manager of Government Affairs, at 562-570-5715 or Tyler.Curley@longbeach.gov.

Sincerely,



THOMAS B. MODICA
City Manager

cc Los Angeles Metro Board of Directors



HAMILTON LOOP PROJECT

Long Beach Department of Parks, Recreation and Marine



OVERVIEW: The Hamilton Loop Project (Project) will implement the community's vision that reimaged the embankment along both sides of the SR-91 freeway into a thriving community park space along a two-mile loop extending from Atlantic Ave. to Cherry St. The project is intended to be phased, with the Port Community Grants Program supporting eligible grant elements including landscaping, trees, irrigation, trails, and lighting. This multimillion-dollar project will need support from multiple funding sources and the City is actively searching for opportunities that will supplement the Port of Long Beach funds, if awarded.

MEETING GRANT OBJECTIVES: The project meets two of the three primary objectives and two of the four secondary objectives. Regarding the primary objectives, the project serves as an environmentally beneficial green buffer between Port-related impacts and the community by incorporating landscaping specifically selected for its ability to sequester carbon. The SR-91 supports goods movement from the Port of Long Beach to the Inland Empire, where many containers are unloaded at warehouses. As such, the adjacent community is subject to environmental justice issues related to air pollution and particulate matter exposure. This makes the Project an excellent candidate for this opportunity due to its immediacy to port-related activities.

Regarding secondary objectives, the project will encourage bicycling and pedestrian access along the loop. As fully envisioned, the project will add a walking trail along the premises and a Class IV separated bikeway, which will help expand the city's bicycle network. The City is actively pursuing additional funding for the full vision. Another secondary objective met by this Project is its fulfillment of community priorities, once it is completed. Hamilton Loop was identified by residents as the top priority project from the Uptown Open Space Vision Plan, which was approved by the City Council in 2018. The Hamilton Loop Vision Plan was separately adopted in January. The attached slides provide additional project information and summarizes the community's feedback and engagement process.

In addition to the primary and secondary objectives listed above, additional co-benefits include supporting health, wellness and safety for the North Long Beach community. This neighborhood is considered park-poor with .08 acres of parks per 1,000 people within a half-mile radius of the project's midpoint.¹ The Project will provide essential green space in a community that has less opportunities to enjoy these activities compared to other parts of our city.

PROJECT COMPLETION: The City will use all the hard work the Hamilton Loop Vision Plan as a jumping-off point to proceed with design. The POLB will focus on phase 1 from Myrtle to Walnut Avenues. The Parks, Recreation and Marine Department will work with its partner department, Public Works, to carry the project through design, bidding, construction and project closeout. This process can be completed within the timeframe of this grant, with additional project scope implementation occurring in the future as additional funds are secured. This Project is considered a high priority for the City and community stakeholders, and the City will continue to pursue funding to complete the project vision and fund the active recreation components identified in the plan.

¹ Community FactFinder, 2020 Edition: <https://www.parksforcalifornia.org/communities/?lat=33.87690044&lng=-118.17737818&overlays=parks>



10/14/21

Hamilton Neighborhood Association

From The Desk Of:

Renette Mazza HNA / Managing Board Member

To Whom it May Concern,

We the HNA (Hamilton Neighborhood Association) are in full support of the 91 Greenbelt Project. This project as planned and when complete, adds multiple benefits to our community now and for future generations to come. From pollution mitigation; creating an environmental beneficial green buffer between port related impacts carbon emissions/noise pollution and our community. The community is subject to environmental justice issues related to air pollution. This project will mitigate and lesson the particulate matter currently flowing directly into the impacted area surrounding the greenbelt project.

Hamilton Neighborhood is park poor with .08 acres per 1,000 people. The project will create safe spaces to sit outside, exercise or just sit and enjoy the beatified space.

We sincerely appreciate the cities & if awarded the POLB grant support in the visioning, outreach efforts within the community in addition to the effort to secure funding for this projects completion.

Thankyou for your time and consideration.

Renette Mazza

HNA / Managing Board Member



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Cathy Warner
Mayor Pro Tem

Jessica Martinez
Council Member

Fernando Dutra
Council Member

Henry Bouchot
Council Member

Brian Saeki
City Manager

January 18, 2021

via email to Board Clerk

The Honorable Hilda L. Solis, Chair
Metro Board of Directors

Dear Chair ^{Hilda} Solis:

As Mayor of the City of Whittier, I write to support the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. The City Council of the City of Whittier, through the adoption of the Gateway Cities Strategic Transportation Plan, supports investments in transportation in the Gateway Cities such as the light rail line known as West Santa Ana Branch. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Council Member Fernando Dutra to accelerate the schedule and budget for the project.

As a Mayor in the Gateway Cities, I'm very interested in hearing frequent updates on this and the other "Pillar Projects" (such as the Eastside Extension), including updates on schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. It is essential that Metro partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the West Santa Ana Branch.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, and now is the appropriate time to secure these funds for the transit-dependent communities of Southeast Los Angeles.

Thank you for your support.

Sincerely,

Joe Vinatieri
Mayor

The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



January 18, 2022

Board Administration
Planning and Programming Committee
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

SUBJECT: West Santa Ana Branch Transit Corridor Project

Dear Chair Dupont-Walker:

The City of Bellflower ("City") is writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, the City supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments, the City has supported the construction of this transit line for Southeast Los Angeles. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

WSAB Transit Corridor Project

January 18, 2022

Page 2 of 2

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Jeffrey L. Stewart
City Manager



CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1310 • FAX: (562) 468-1095
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cerritos.us



January 18, 2022

OFFICE OF THE MAYOR
GRACE HU

Agenda Item No. 9 & 10- WSAB Transit Corridor Project
Position: ITEM NEEDS MORE CONSIDERATION

Los Angeles County Metropolitan Transportation Authority
Planning and Programming Committee
Honorable Metro Board Chair Solis
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA 90012
Via Email: BoardClerk@metro.net

Subject: City of Cerritos Comment Letter – West Santa Ana Branch

Dear Metro Board Chair Solis and Members of the Metro Planning and Programming Committee:

The City of Cerritos hereby respectfully submits this comment letter in response to the selection of the Locally Preferred Alternative (LPA) for Metro's proposed West Santa Ana Branch (WSAB) light rail project within the former Southern Pacific Railway corridor. As an active member of Eco-Rapid Transit and active participant in the Gateway Cities Council of Governments (COG) WSAB Technical Advisory Committee (TAC), the City wishes to express its longstanding commitment to the utilization of the Southern Pacific right-of-way for regional transportation purposes. The City would like to express its support for the completion of the WSAB project from Union Station to Pioneer Station and requests that Metro consider the addition of an optional Cerritos Station to be located between Gridley Road and Studebaker Road and cut-&-cover to be utilized as an alternative to the aerial bridge that is currently proposed by Metro for the intersection of Gridley Road and 183rd Street. Further, the City recommends that Metro allow for the full extent of the WSAB project to be completed beyond the Los Angeles County border to the southeast and into Orange County in the future.

The City of Cerritos, along with the majority of corridor cities along the proposed WSAB Project, favor Alternative 1 - Design Option 2 (in lieu of Alternative 3) because it would provide greater regional transportation access from Pioneer Station to Union Station in Downtown Los Angeles, including access to Little Tokyo, Downtown Los Angeles, East Los Angeles, and other destinations along the transit corridor. To further Metro's goals of a connected regional transportation network, proposed transportation lines should connect the various Los Angeles regional destinations and not be limited based on perceived costs and construction periods. Additionally, Alternative 1 - Design Option 2 provides greater benefits such as reduced traffic congestion and improved air quality as well as additional economic development opportunities for corridor cities. Should the Metro Board select Alternative 1 - Design Option 2 as the LPA, doing so would allow for the full extent of the

City of Cerritos Comment Letter – Metro’s Planning & Programming Committee
West Santa Ana Branch Project
Agenda Item No. 9 & 10- WSAB Transit Corridor Project
Position: **ITEM NEEDS MORE CONSIDERATION**
January 18, 2022
Page 2

WSAB project to be assessed in the EIR and provide for the entirety of the project to be completed over time as funding becomes available.

As previously indicated, the City of Cerritos would like to request that an optional Cerritos Station, to be located between Studebaker Road and Gridley Road, be included as part of the initial segment so as to not preclude its potential existence in the future. Additionally, the City requests that cut-&-cover be considered as an alternative to the Metro-proposed aerial bridge currently proposed for the intersection of Gridley Road and 183rd Street that spans both the City of Cerritos and the City of Artesia. The City has deemed cut-&-cover to be the preferred engineering methodology for mitigating the unavoidable impacts generated by the aerial configuration currently proposed by Metro for the subject intersection including, but not limited to, pedestrian and vehicular safety, aesthetic, noise, privacy and air quality. Therefore, it is imperative that both the optional Cerritos Station and cut-&-cover alternatives be included as part of the initial segment of the WSAB project and assessed in the Draft Environmental Impact Report (DEIR) that is currently under review for consideration and implementation purposes.

Thank you in advance for your consideration of the City’s comments. Should you wish to further discuss the City’s comments, please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201.

Sincerely,



Grace Hu
MAYOR

cc Cerritos City Council
Art Gallucci, City Manager
Bill Ihrke, City Attorney



January 18, 2022

Metro Board of Directors
 Planning and Programming Committee
 One Gateway Plaza
 Los Angeles, CA 90013

RE: Agenda Item 12 - 710-N - Pasadena Stub Relinquishment and Measure R Funding Reallocation

Dear Metro Board Members and staff,

As community-driven organizations committed to improving quality of life in Los Angeles County, we urge you to prioritize the health and well-being of residents of the 710-N corridor when updating and approving the 710-N funding reallocation project list for the City of Pasadena (and any other corridor communities that requests project revisions), and considering the MOU for stub relinquishment with Caltrans.

The Metro board must ensure Metro staff support community-endorsed, balanced projects that will enhance public safety, public health, equity, and regional mobility, as well as restore neighborhoods harmed by prior 710 projects. Pasadena submitted a

relatively balanced, diverse project list that was informed by community input and planning in 2018, only to see it rejected in an opaque funding process that did not even include project scoring by Metro staff.

With \$240 million in funding to be reallocated from the California Boulevard grade separation project, it is imperative that Metro address the mistakes of the prior process and award projects that are multi-benefit, enjoy strong community support, and begin to address the decades of harm associated with the razing of entire neighborhoods to build the “stub” and destruction of neighborhood streets. **Metro and the City of Pasadena have a wonderful opportunity to work with state and federal partners to reconnect communities torn apart by the 710-N, including the “stub” area and corridor south of California Blvd, which needs to be included and relinquished to local control.** Further, Metro should consider top-tier, high impact projects from the City of Pasadena’s latest planning efforts, including but not limited to the pedestrian plan update. In the first 11 months of 2021 six people have been killed, and fifty-five injured, in traffic collisions while walking in Pasadena.

These projects should include at a minimum the following, with costs updated to reflect increases since list submission in 2018

Previously submitted projects | City of Pasadena (Total: \$106 million)

- **Pasadena Avenue / St. Johns Avenue Complete Streets**
- **I-210 Ramp Modifications (Del Mar Ave)**
- **Electric Transit Buses**
- **Bicycle Transportation Action Plan Projects**
- **Allen and Hill Avenue Complete Streets**
- **The Arroyo Link - Protected Multi-Use Path**

New, community-supported projects

- **I-210 Stub Mitigation / Repurposing (“Reconnecting Communities”)**
- **Pasadena Pedestrian Plan Priority Projects**

2018 Pasadena 710-N Project List

In 2018, in response to a Metro request for projects serving a range of mobility needs, the City of Pasadena developed a diverse project list that was designed to support the goals and intent of the original 2017 Metro Board motion. The list was composed of the following projects, five of which were subsequently recommended for funding by Metro Highways staff, and one of which (Gold Line Grade Separation) the Pasadena City Council elected not to move forward with in 2021. As the table makes clear, only projects within Categories 1 and 2 of the Metro call for projects were awarded funding, whereas the County and City of Los Angeles was awarded funding for Category 3 and 4 projects.

	Requested Projects (Pasadena)	Metro Recommended Projects (Pasadena)
1. Intelligent Transportation System (ITS) Projects		
Gold Line At-Grade Crossing Enhancements	\$1,000,000	
Pedestrian and Bicyclist Automated Data Collection	\$1,000,000	
High Resolution Traffic Signal Data - Citywide	\$9,000,000	

Walnut Street Corridor Upgrades	\$4,100,000	\$4,100,000
Fair Oaks Avenue / Bellevue Drive Signalized Intersections	\$850,000	\$850,000
ITS Projects and Traffic Flow Improvements within affected SR-710 Corridors (Orange Grove, Colorado, Green, Holly and Hill)	\$3,800,000	\$3,800,000
2. Local Street / Road and Freeway Local Interchange Mobility and Operational Improvement Projects		
I-210 Corridor Expansion	\$5,000,000	
210 Ramp Modifications / Operation Street Improvements	\$50,000,000	
Pasadena Avenue / St. Johns Avenue Complete Streets	\$15,000,000	
Allen Avenue Complete Streets	\$2,000,000	
Hill Avenue Complete Streets	\$2,000,000	
Avenue 64 Complete Streets	\$2,000,000	
Gold Line Grade Separation at California Boulevard (Round 1 and 2 requests combined)	\$230,500,000	\$230,500,000
St. John's Capacity Enhancement Project	\$2,600,000	\$2,600,000
3. Transit Projects		
Rapid Bus Improvements	\$10,000,000	
Rose Bowl Shuttles	\$400,000	
Student Transit Passes	\$400,000	
Electric Transit Vehicles	\$28,000,000	
Short Range Transit Plan	\$9,000,000	
Transportation Operations and Maintenance Facility	\$33,000,000	
4. Active Transportation Projects		
Bicycle Transportation Action Plan Projects	\$5,000,000	
The Arroyo Link - Protected Multi-Use Path	\$2,000,000	
Bikeshare Expansion	\$400,000	
Mobility Hubs	\$10,000,000	
5. Local Street Intersection Improvement Projects		
None		
6. Maintenance / Rehabilitation Projects		
None		
7. Studies		

None		
8. Parking Structure		
None		
TOTALS	\$427,050,000	\$241,850,000

2014 Metro Board Adopted Complete Streets Policy

In October 2014 the Metro Board of Directors adopted a [Complete Streets Policy](#) to “establish a standard of excellence for multimodal design,” recognizing Metro’s unique position to “help advance advance state, regional and local efforts to create a more “complete” and integrated transportation network that serves all users (*including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods*) and supports environmental sustainability (page 3).”

Metro’s Complete Streets policy further underlines that **all relevant departments at Metro, partner agencies, and funding recipients shall approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users**, and work in “coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation”.

2017 Metro Board 710 Motion by Directors Fasana, Barger, Solis, Garcetti, and Najarian encouraged Metro, Caltrans, and the corridor cities to:

“pursue policies and actions that would promote smart and functional land use, reduce automobile dependency, encourage multi-modal trips, improve traffic operations, and maximize the use of the latest available technologies to enhance performance of the existing transportation system to minimize impacts of the regional traffic on the communities along the SR-710 corridor.”

In response, corridor cities submitted over \$425 million in requests for transit and active transportation improvements. These projects were aimed at reducing vehicle miles traveled, air pollution, greenhouse gas emissions, and preventable traffic collisions and deaths. Yet the vast majority were unfunded; only the City and County of Los Angeles received funding for local transit and active transportation projects.

2021 Modernizing Metro Highways Motion

On June 24, 2021 the Metro Board of Directors adopted a motion to grant local cities and municipalities greater flexibility and control over how sales tax measure highway funding is spent on local streets. This flexibility is designed to support cities working to address public safety, public health, equity, and climate goals directly connected to transportation spending. This board adopted policy is another direct example and direction to staff that cities have the authority to incorporate street safety improvements into local projects funded with Measure R/M sales tax dollars.

The motion recognized that **when Metro Highway Funding is used on local streets, it impacts all road users, including older adults, children, and mobility-impaired residents who walk along and across streets to access local schools, community sites, and**

businesses. Transportation “improvements” should not make local streets more difficult or dangerous to cross by foot. This is particularly important in Los Angeles County, where traffic crashes are the number one cause of premature death for children aged 5-14.

Alignment with Local and State Climate Goals

To date Metro staff has prioritized projects designed to improve “**Level of Service (LOS)**” rather than reduce “**Vehicle Miles Traveled (VMT)**”, the statewide standard for planning and an approach adopted by Pasadena in 2014. This shift was made recognizing the science behind ‘induced demand’, including the Office of Planning and Research’s guidance that “each percent increase in lane miles results in a 1.03 percent increase in vehicle travel”¹.

In 2022 Metro should no longer prioritize projects based on Level of Service, an outdated approach that is at odds with Metro’s own mission as well as Pasadena and California climate goals. Projects should be evaluated and selected based on their ability to reduce VMT and increase mobility for all. This is particularly important as the transportation sector is the number one source of Greenhouse Gas (GHG) emissions locally, regionally, and statewide.

It is critical that future transportation investments respond to the science at a moment when focused action remains absolutely critical; the California Air Resources Board has found that *Los Angeles County is failing to reduce emissions from the transportation sector.*² The time to bring our transportation spending in line with our safety, health, and climate goals is now.

Recognizing the historic nature of this local transportation investment for LA County, the undersigned urge the Metro Board to insure Metro staff respect and adhere to adopted board policy when vetting alternative projects for the 710-N corridor.

Thank you for your time and consideration of these issues,

Michelle Matthews
Executive Director
Arlington Garden

David Diaz, MPH
Executive Director
Active San Gabriel Valley

Jonathan Matz
California Senior Policy Manager
Safe Routes Partnership

Brandon Fox
Organizer
Families on Fremont

Jessica Meaney
Executive Director
Investing in Place

Michael Schneider
Founder
Streets For All

Rev. Tera Landers
Lead Pastor
Throop Unitarian Universalist Church

Caro Jauregui
Co-Executive Director
California Walks

¹ Governor’s Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts in CEQA. Page 29. Accessed 11/3/2021: http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf.

² 2018 Progress Report, California’s Sustainable Communities and Climate Protection Act https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf

David Levitus
Executive Director
LA Forward

Dr. Deborah Hsiung, D.O.
Director
Stop4aidan

Jose Zavala
President
Aztlan Athletics Foundation

Jenny Bright
Organizer
Oaklawn Neighborhood Improvement

Mike McGill
Interim Head of School
The Sequoyah School

Joanne Nuckols
Organizer
No on 710 Action Committee

Christy Zamani
Executive Director
Day One

James Rojas
Founder
Latino Urban Forum

Tim Ivison
Organizer, Pasadena
United Caltrans Tenants

Mark Gallatin
President
South Pasadena Preservation Foundation

Eli Kaufman
Executive Director
LA County Bicycle Coalition

Metro Board Adopted Complete Streets Policy (2014) - Policy Statement

The principles below guide Metro's core commitments to include the needs of all users, regardless of how they travel, into the everyday decision-making process. Source: http://media.metro.net/projects_studies/sustainability/images/policy_completestreets_2014-10.pdf

1. **Complete Streets Serving All Users and Modes.** Metro expresses its commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may be ineffective to enhance all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.
2. **Context Sensitivity.** In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall contribute to safe travel for all users and be consistent with best practices, such as the Metro First/Last Mile Strategic Plan, NACTO Urban Street Design Guide, NACTO Urban Bikeway Design Guide, Los Angeles County Model Design Manual for Living Streets, or equivalent.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments at Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users; and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this policy. Even for projects with

limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be incorporated. In new Metro corridor projects, intermodal connectivity elements shall be an intrinsic part of the project's scope in environmental documents, to the extent required, and project definition for construction.

Implementation

1. **Design. Metro will design and evaluate projects using the latest design standards and innovative design options**, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.
2. **Network/Connectivity.** Metro will work with partner agencies and local jurisdictions to incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or constructed, key points should be identified for cross corridor accessibility. Therefore, the design of intersections, interchanges and bridges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
3. **Implementation Next Steps.** Metro will take the following specific next steps to implement this Complete Streets Policy:
 - A. Plan Consultation and Consistency:** Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
 - B. Stakeholder Consultation:** Develop and/or clearly define a process to allow for continued stakeholder involvement on projects and plans including, but not limited to, local bicycle and pedestrian advisory groups, transit riders and operators, accessibility advisory groups, automobile interests, movers of commercial goods, businesses, residents, emergency responders, and/or other stakeholders, as defined necessary to support implementation of this Complete Streets policy by Metro. Consultation with these stakeholders is part of the overall project outreach effort.
4. **Performance Measures.** Metro will develop additional performance metrics and track progress toward achieving sustainability policies and priorities, including Complete Streets implementation, which will be included in the annual Sustainability Report developed by the Countywide Planning and Development Department. In addition, all relevant capital grant funding recipients shall perform evaluations of how well the streets and transportation network planned, designed, implemented, and funded by Metro are serving each category of users by collecting baseline data and collecting follow-up data after project implementation. This requirement has been incorporated into the 2015 Call for Projects cycle and will apply to all subsequent capital grant funding program cycles.

January 2022 P&P Public Comments

From: [REDACTED]
Sent: Saturday, January 15, 2022 6:00 PM
To: Board Clerk <BoardClerk@metro.net>; First District <firstdistrict@bos.lacounty.gov>
Cc: anajarian@glendaleca.gov; JDupontw@aol.com; kathryn@bos.lacounty.gov; Mike.Bonin@lacity.org; Mayor@cityofinglewood.org; FDutra@cityofwhittier.org; Mayor.Garcetti@lacity.org; Hahn@bos.lacounty.gov; Paul.krekorian@lacity.org; Sheila@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim_Sandoval@ci.pomona.ca.us; eandalon@bos.lacounty.gov; assemblymember.carrillo@assembly.ca.gov
Subject: BRT Noho-Pasadena, drive the BRT in Eagle Rock in mixed flow lanes

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district. The majority of Eagle Rock residents are disgusted with the fact that Metro has been coordinating with the Road Diet Activists Beautifulboulevard who are determined to create 1-lane in this shopping district and take out parking... totally unnecessarily. This group of bike activists have been bullying and berating and slandering hundreds of residents and businesses owners through social media, phone call threats, and sending threatening mail to business owners. Please stop coordinating with these people.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about

Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any

new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

Eagle Rock resident

From: [REDACTED]

Sent: Sunday, January 16, 2022 10:51 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment: Planning and Programming Committee (January 19, 2022), Item 9

Hello. My name is [REDACTED] and I'm a resident of the city of Downey.

I strongly support LA Metro's recommendation to choose Union Station as the preferred terminus route.

This will allow for travel through the Downtown LA East-Side area (which has no LA Metro rail lines) and will create a much quicker travel time to the Union Station; instead of having to rely on the much longer detour by the C Line (Green) to J Line (Silver) route, or the A Line (Blue) to B Line (Red)/D Line (Purple) route.

LA Metro must continue to find ways to accelerate the Project's timeline. We were originally promised that the Artesia to Downtown LA route would be completed by the 2028 LA Olympics. And accelerating the project to Downtown LA will reduce one of the biggest reasons for owning a car in Southeast LA (for quick travel to Downtown LA). So it's imperative that LA Metro continues to find ways to accelerate the Project so that it does not take till the year 2041-2043 to fully complete this project.

Thank you for your time.

From: [REDACTED]

Sent: Monday, January 17, 2022 8:35 AM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Cc: firstdistrict@bos.lacounty.gov; anajarian@glendaleca.gov; JDupontw@aol.com; kathryn@bos.lacounty.gov; Mike.Bonin@lacity.org; Mayor@cityofinglewood.org; FDutra@cityofwhittier.org; Mayor.Garcetti@lacity.org; Hahn@bos.lacounty.gov; Paul.krekorian@lacity.org; Sheila@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim_Sandoval@ci.pomona.ca.us; Tony.Tavares@dot.ca.gov; achapa@bos.lacounty.gov; eandalon@bos.lacounty.gov

Subject: North Hollywood to Pasadena Transit Corridor; BRT in EAGLE ROCK

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).

- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

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7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

9.) If the one travel lane adds 7-9 min of travel time for cars, this means that this also adds additional stress for parents to be on time when it comes to dropping off and picking up their kids from school/extra-curricular activities. Only if school and after-school programs would extend the pick up time to accommodate the increase of traffic if the one travel lane was implemented, but the fact of the matter is that it is not.

Summary Comparison

	Two Travel Lane Option	One Travel Lane Option
Signalized/Unsignalized Left Turn Movements (25 existing EB, 21 existing WB)	<ul style="list-style-type: none"> Preserves nearly all signalized left-turns with left turn pockets Closes most unsignalized left-turns to reduce traffic conflicts Adds 2 new signals at Hermosa and Dahlia 	
Traffic	Traffic operations (speed and delay) similar to conditions without project	Reduces traffic volume by approx. 20% and adds 7 - 9 minutes travel time for cars
City of LA's Planned ATP Curb Extensions (18 Total)	Preserves 17 curb extensions (12 downsized/relocated)	Preserves 16 curb extensions (3 downsized/relocated)
Parking Spaces (319 existing)	Preserves about 34% of existing spaces (109 out of 319)	Preserves about 62% of existing spaces (197 out of 319)
Raised Medians/Islands (2,000 ft existing medians)	5,360 linear ft – modified widths of 6-16 ft (20 ft from Broadway to El Rio)	6,730 linear ft – maintains width of existing medians (20 ft from Broadway to El Rio)

21

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

From: [REDACTED]

Sent: Monday, January 17, 2022 8:55 AM

To: SepulvedaTransit <SepulvedaTransit@metro.net>; Board Clerk <BoardClerk@metro.net>

Subject: No to Monorail! Yes to rail that works!

Dear Sepulveda Corridor Leadership and Metro Board,

While I am in strong support of the project as a whole, I must explicitly disagree with the Monorail proposals on the basis of your own analyses and past failed attempts to implement monorail. It is simply not what Metro needs for this project, and does not align with your broader goals of an integrated system and growing loyal ridership across the city. It has a longer travel time, lower ridership estimates, and the stations will be harder to access for riders. Quite simply, Metro cannot afford to not get this project right.

I strongly support the heavy rail alternatives that provide the most stops, easiest access, and shortest travel times across the corridor.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, January 18, 2022 1:36 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Hamilton Neighborhood Association <hamilton.neighborhood@gmail.com>; Jerry Fink <jjcartagelax@gmail.com>; Linda Campbell <lateach90@aol.com>; AJ Siegrist <ajsiegrist@yahoo.com>; Joni Ricks <joni_ricks@yahoo.com>; Jeff Rowe <jfrowe@rocketmail.com>; Darlene Broom <db1wellness@aol.com>; Dpressburg@gmail.com; Parker Houston <Parker.Houston@longbeach.gov>
Subject: Hamilton Neighborhood Association in Support of File# 2022-0024 Motion Agenda Item #7

Hello,

To whom it may concern, **The Hamilton Neighborhood Association is in full Support** of File# 2022-0024 Motion Agenda Item #7 A & B put forth by Directors Hahn, Mitchell, and Dutra.

7. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM 2022-0024 RECOMMENDATION APPROVE Motion by Directors Hahn, Mitchell, and Dutra that the Board direct the Chief Executive Officer to: A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and B. Ensure funding for at least a two-to-one replacement for all 174 trees being removed, which would mean at least 348 replacement trees to be provided as part of the Project.

Wed 1/19/2022

10:30 a.m.

Watch online: <http://boardagendas.metro.net> Listen by phone: Dial 888-251-2949 and enter Access Code: 8231160# (English) or 4544724# (Español)

Warmest Regards,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Tuesday, January 18, 2022 4:33 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda Item ITEM #7 SR-91

Good Morning, Honorable Metro Board Members and Staff,

May we, The Deforest Park Assn, add our support for item #7. We are in full agreement with our neighbors in the Hamilton Neighborhood and Neham Neighborhood Association. The Deforest Neighborhood Association and The North Long Beach Community Action Group support File# 2022-0024 Motion Agenda Item #7 A & B put forth by Directors Hahn, Mitchell, and Dutra.

Item 7.

SUBJECT: MEASURE R HIGHWAY SUB-REGIONAL PROGRAM 2022-0024 RECOMMENDATION TO APPROVE. Motion by Directors Hahn, Mitchell, and Dutra that the Board directs the Chief Executive Officer to:

A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and

B. Ensure funding for at least a two-to-one replacement ratio for all 174 trees being removed, that would mean at least 348 replacement trees. In addition please add that a list of greenery/trees is utilized for carbon reduction and absorption to eliminate the carbon footprint thus further reducing impacts to the community.

We appreciate that this will be provided as part of this Project and future development of the SR-91.

Sincerely,

[REDACTED]

[REDACTED]



BRENDA OLMOS
Mayor

VILMA CUELLAR STALLINGS
Vice Mayor

ISABEL AGUAYO
Councilmember

LAURIE GUILLEN
Councilmember

PEGGY LEMONS
Councilmember

January 24, 2022

The Honorable Hilda L. Solis
Supervisor, First District
Los Angeles County Board of Supervisors
Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

RE: SUPPORT for the West Santa Ana Branch (WSAB)

Dear Supervisor Hilda Solis:

The City of Paramount expresses support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. Paramount supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the project schedule and budget. As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we supported the construction of this transit line for Southeast Los Angeles County for nearly twenty years.

Many of our residents voted for the passage of Measure R and Measure M, with the expectation that we would receive high-quality transit service for commuters in and out of Paramount. The WSAB project is located within disadvantaged communities, such as Paramount, that are more transit-dependent in lower-income brackets than Los Angeles County as a whole. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. Furthermore, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As stakeholders, we ask for frequent updates on the project's schedule, costs, and funding at boards meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. Moreover, we ask that Metro partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043.

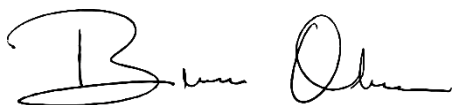
Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com
[facebook.com/CityofParamount](https://www.facebook.com/CityofParamount) | [instagram.com/paramount_posts](https://www.instagram.com/paramount_posts) | [youtube.com/CityofParamount](https://www.youtube.com/CityofParamount)

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), Metro L (Gold Line), and Metro D (purple Line), and the Regional Connector in other parts of L.A. County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles County.

For these reasons, we support the timely construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station. Please feel free to contact City Manager John Moreno at (562) 220-2222 if you have any questions. Thank you for your time and consideration.

CITY OF PARAMOUNT

A handwritten signature in black ink, appearing to read "Brenda Olmos". The signature is fluid and cursive, with a large initial "B" and "O".

Brenda Olmos
Mayor

cc. Honorable Supervisor Janice Hahn, 4th District
Whittier Councilmember Fernando Dutra
Ms. Nancy Pfeffer, Executive Director, Gateway Cities Council of Governments

The City of Bellflower

Families. Businesses. Futures.

16600 Civic Center Drive, Bellflower, CA 90706

Tel 562.804.1424 Fax 562.925.8660 www.bellflower.org



January 24, 2022

Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

SUBJECT: West Santa Ana Branch Transit Corridor Project

Dear Chair Solis:

The City of Bellflower ("City") is writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, the City supports the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments, the City has supported the construction of this transit line for Southeast Los Angeles. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

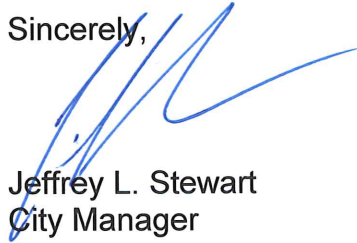
The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/Λ. Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

WSAB Transit Corridor Project
January 24, 2022
Page 2 of 2

Metro has about 40 years of Federal Transit Administration “New Starts” successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Jeffrey L. Stewart
City Manager



Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

MARIA DEL PILAR AVALOS

Vice Mayor

January 19, 2022

Dear Metro Board Chair Solis:

I am writing to express my support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as a matter of public urgency. I additionally support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the construction schedule and budget for this project. As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost two decades. Our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch Project was designed with the forethought of alleviating some of the ills that affect our communities. Our SELA communities suffer from poor air quality, are more transit-dependent, lower-income, and make up a higher-percentage minority than LA County as a whole. The Project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for the next-inline federal, state and local funding.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Maria del Pilar Avalos'.

Maria del Pilar Avalos

Vice Mayor, City of South Gate





January 19, 2022

The Honorable Hilda Solis
Metro Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles CA 90012

RE: Letter of Support – West Santa Ana Branch Transit Corridor Project

Dear Supervisor Solis,

Please accept this letter as our way to officially support the expansion of the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

Additionally, supporting WSAB means there will be an increase in businesses and business expansion services, including Onēva- 'a platform connecting trusted caregivers to the employee family customers they serve'. We are a California-based Health Technology Company (HTC) and have been serving the state since 2014. Additionally, we proudly hold multiple state government certifications, including Women Owned Small Business (WOSB) and Minority Business Enterprise (MBE).

Onēva is a job/career creating business enterprise, and we offer workforce development and placement services with the noted expertise and processes:

- Software development aimed at connecting families to in-home infant, child, special needs, adult/elder caregivers, drivers, and others needed so families can juggle work and school
- Verifying the credentials of workers on the platform to confirm compliance with all applicable laws and regulations necessary to perform each service as well as the workers' COVID-19 vaccination status
- Sourcing caregivers to meet these needs at scale, particularly as it pertains to the last mile traveled from home to Train/Air Station.



While we understand the necessity of building this line in segments, we formally ask that you do not delay planning and construction-development and commit to building this entire project as soon as possible so we and millions more can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community. If you have any questions, I can be reached at Anita@oneva.com or (510) 318-0401.

Thank you,

A handwritten signature in black ink, appearing to read "Anita Darden Gardyne".

Anita Darden Gardyne
President & CEO Onēva



January 25, 2022

The Honorable Hilda Solis
Metro Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles CA 90012

Dear Supervisor Solis,

I am writing to you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 Program.

SoCal Corporate Growth Partners (SCCGP) is a public benefit organization based in Southern California dedicated to strengthening commerce by providing educational programs and assistance to small businesses and supporting their role as economic drivers and job creators. SCCGP has been a strong ally for minority enterprises; their corporate advisory team has helped expand business partnership opportunities for underserved groups in the communities they serve.

While we understand the necessity of building this line in segments, do not delay planning and construction and commit to building this entire project as soon as possible so we can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community.

Sincerely Yours,

John C. Gutierrez, Executive Director
So Cal Corporate Growth Partners, funded by the U.S. Department of Commerce, Minority Business Development Agency's Coronavirus Response and Relief Award

CC: Mike Kodama, Eco-Rapid Transit

SoCal Corporate Growth Partners
500 W. Bonita Ave. Suite 6, CA 91773
T 909.315.3339 • F 951.344.8327
www.sccgp.org • info@sccgp.org



January 25, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,



Alfonso Noyola, ICMA-CM
City Manager

Cc: Elizabeth Alcantar, Mayor
Jose Gonzalez, Vice Mayor
Daisy Lomeli, Councilmember
Jack Guerrero, Councilmember
Blanca Lozoya, Councilmember

Mayor
Elizabeth Alcantar

Vice Mayor
Jose R. Gonzalez

Councilmember
Jack M. Guerrero

Councilmember
Blanca Lozoya

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM



CITY OF CERRITOS

CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 916-1310 • FAX: (562) 468-1095
E-mail: ghu@cerritos.us
cerritos.us



January 25, 2022

OFFICE OF THE MAYOR
GRACE HU

Agenda Item No. 9 & 10 - WSAB Transit Corridor Project
Position: **ITEM NEEDS MORE CONSIDERATION**

Los Angeles County Metropolitan Transportation Authority
Metro Board of Directors
Honorable Metro Board Chair Solis
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA 90012
Via Email: BoardClerk@metro.net

Subject: **City of Cerritos Comment Letter – West Santa Ana Branch**

Dear Chair Solis and Members of the Metro Board:

The City of Cerritos hereby respectfully submits this comment letter in response to the selection of the Locally Preferred Alternative (LPA) for Metro's proposed West Santa Ana Branch (WSAB) light rail project within the former Southern Pacific Railway corridor. As an active member of Eco-Rapid Transit and active participant in the Gateway Cities Council of Governments (COG) WSAB Technical Advisory Committee (TAC), the City wishes to express its longstanding commitment to the utilization of the Southern Pacific right-of-way for regional transportation purposes. The City would like to express its support for the completion of the WSAB project from Union Station to Pioneer Station and requests that Metro consider the addition of an optional Cerritos Station to be located between Gridley Road and Studebaker Road and cut-&-cover to be utilized as an alternative to the aerial bridge that is currently proposed by Metro for the intersection of Gridley Road and 183rd Street. It is further recommended that the Metro Board extend the WSAB project to the Los Angeles County/Orange County border in order provide access to Orange County cities in the future.

The City of Cerritos and the majority of corridor cities along the proposed WSAB Project, favor Alternative 1 - Design Option 2 (in lieu of Alternative 3) because it would provide greater regional transportation access from Pioneer Station to Union Station, including access to Little Tokyo, Downtown Los Angeles, East Los Angeles, and other destinations along the transit corridor. To further Metro's goals of a connected regional transportation network, proposed transportation lines should connect the various Los Angeles regional destinations and not be limited based on perceived costs and construction periods. Additionally, Alternative 1 - Design Option 2 provides greater benefits such as reduced traffic congestion and improved air quality as well as additional economic development opportunities for corridor cities. Should the Metro Board select Alternative 1 - Design Option 2 as the LPA, doing so would allow for the full extent of the WSAB project to be

City of Cerritos Comment Letter – Metro Board
Agenda Item No. 9 & 10- WSAB Transit Corridor Project
Position: **ITEM NEEDS MORE CONSIDERATION**
January 25, 2022
Page 2

assessed in the EIR providing for the entirety of the project to be completed over time as funding becomes available.

Accordingly, the City of Cerritos requests that the Metro Board introduce a recommendation to include: an optional Cerritos Station to be located between Studebaker Road and Gridley Road; and cut-&-cover undergrounding methodology to be considered as an alternative to the aerial bridge configuration currently proposed for the intersection of Gridley Road and 183rd Street. The request to employ cut-&-cover methodology at this location is supported by both the City of Cerritos and the City of Artesia as the proposed bridge spans and adversely impacts both jurisdictions. Additionally, cut-&-cover is the preferred methodology for this location because it would effectively mitigate potential adverse impacts to pedestrian safety, vehicular circulation, aesthetics, noise, privacy and air quality. Therefore, it is imperative that the Metro Board provide for an optional Cerritos Station and cut-&-cover methodology to be considered as part of the initial operating segment so that they may be assessed in either the WSAB Draft Environmental Impact Report (DEIR) or as a supplement to said assessment for concurrent consideration and approval.

Thank you in advance for your consideration of the City's comments. Should you wish to further discuss the City's comments, please do not hesitate to contact Director of Community Development Kristin Aguila at (562) 916-1201.

Sincerely,



Grace Hu
MAYOR

cc Cerritos City Council
Art Gallucci, City Manager
Bill Ihrke, City Attorney



January 26, 2022

Re: Move LA supports agenda item #10 that the West Santa Ana Branch Project be declared complete once it provides a single-seat ride connecting Artesia to Union Station via rail.

Dear Board of Directors:

The West Santa Ana Branch, one of the Measure M-funded construction projects that Move LA fully endorsed early on, *is a transit corridor whose time has finally come!* Let's advance it to engineering and construction, encourage value capture and public-private-partnership work, mitigate the impacts on Slauson Avenue, and all the other recommendations listed in the motion to the board—as soon as possible!

Move LA supported the West Santa Ana project from the very beginning of the transit expansion plan that became real with passage of Measure M in 2016. We worked closely with Mayor Garcetti, the Metro Board and so many elected officials and advocates to find the funding—which we did with the help of Los Angeles County voters—to build the kind of transit system that *all of LA County could be proud of.*

The 19-mile light rail line leaving Artesia and traversing 19 miles into the heart of Downtown LA will connect Southeast LA County with the rest of the system and much of LA County by providing a one-seat ride to Union Station and then to many destinations beyond! We must accelerate the project so that we can ride it during our lifetimes!

One of the Board's four Pillar Projects, the West Santa Ana Branch alignment will serve so many underserved and environmental justice communities. The people who live and work in this corridor need a transit option to access living wage jobs. And we must accelerate the project so we can ride it during our lifetimes!

We believe the West Santa Ana Branch will create a corridor of opportunity, providing access to jobs, education, health care and recreational opportunities. It will fill a gap in Metro's urban rail system and we believe it can achieve a level of ridership that will rival the Blue Line and provide access via rail to so many Southeast Los Angeles communities.

We applaud the leadership of Supervisors Hahn, Solis, Mitchell, Director Dutra, and Mayor Garcetti—thank you for authoring this motion and urge the Board of Directors to vote yes!

We pledge our support to help Metro secure the additional state and federal funding required to build this project, which is a great example for President Biden's Justice40 program.

Let's move forward together to make this project a reality and not waste any more time!

Sincerely,

A handwritten signature in black ink that reads "Denny Zane". The signature is written in a cursive style with a large, stylized "D" and "Z".

Denny Zane
Move LA

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0057
(916) 319-2057
FAX (916) 319-2157

DISTRICT OFFICE
13181 N. CROSSROADS PARKWAY, SUITE 160
CITY OF INDUSTRY, CA 91746
(562) 692-5858
FAX (562) 695-5852



COMMITTEES
CHAIR: HUMAN SERVICES
AGING AND LONG-TERM CARE
APPROPRIATIONS
EMERGENCY MANAGEMENT
PUBLIC EMPLOYMENT AND RETIREMENT

January 26, 2022

Chair Hilda Solis
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza,
Los Angeles, CA 90012

RE: Item #9 & 10 WEST SANTA ANA BRANCH PROJECT – LETTER OF SUPPORT

Dear Chair Solis:

I am writing you to express my strong support of the West Santa Ana Branch Transit Corridor Project's construction that spans throughout the Southeast Los Angeles region.

The proposed project will enhance economic development across Los Angeles County and improve connectivity across the surrounding neighborhoods. It is important for our residents to have greater access to public transportation for employment and to alleviate poor air quality while reducing our carbon footprint.

The project is located within transit-dependent disadvantaged communities consistent with President Biden's Justice40 Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch Transit Corridor Project as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to the Slauson/A Line (Blue) Stations.

Thank you for your thoughtful consideration of the aforementioned recommendations for this vital transportation project. If I can be of any assistance in regards to this matter, please feel free to contact my district office at (562) 692 – 5858.

Sincerely,

Lisa Calderon
Assemblymember, 57th District



January 26, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,

Alicia Romero

Mayor

Carlos Islas

Interim City Manager

6330 Pine Avenue, Bell, California 90201

Phone (323) 588-6211 • Fax (323) 771-9473 • www.cityofbell.org

Committee on Appropriations
Homeland Security, Chairwoman
Labor, Health and Human Services, and Education,
Vice Chairwoman

Leader's Council

Congressional Hispanic Caucus

Smithsonian Institution, Board of Regents

January 27, 2022



LUCILLE ROYBAL-ALLARD

40TH DISTRICT, CALIFORNIA

WASHINGTON, DC OFFICE
2083 Rayburn House Office Building
Washington, DC 20515-0540
Telephone: (202) 225-1766
Fax: (202) 226-0350

DISTRICT OFFICE
500 Citadel Drive, Suite 320
Commerce, CA 90040-1572
Telephone: (323) 721-8790
Fax: (323) 721-8789

roybal-allard.house.gov

Chair Hilda Solis
Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

Dear Metro Board Chair Solis and Honorable Metro Board of Directors:

As a native Angelena, and a member of the House Appropriations Committee, I have worked continuously to ensure our state and local counties receive their fair share of federal infrastructure resources to serve our commuters in high travel demand corridors. That is why I was proud to support and vote for the Infrastructure and Investment Jobs Act (IIJA), a transformational piece of legislation which includes \$550 billion in new federal funding for vital transportation projects in our nation.

I am proud to join Metro Board Chair and LA County Board Chair Supervisor Hilda Solis, Supervisor Janice Hahn, Supervisor Holly Mitchell, LA Mayor Eric Garcetti, Metro Board Director Fernando Dutra, and the Board of Eco-Rapid Transit in support of Supervisor Hahn's motion in Item #10 to pursue an accelerated completion of the West Santa Ana Branch (WSAB) Transit Corridor Project prior to FY 2033.

Southeast LA County is the only region without mass transit service. As the Metro Board votes to approve the project terminus and selects a Locally Preferred Alternative (LPA), it is essential that the needs of the most disadvantaged communities be a top priority. As a result, I strongly urge the Metro Board to support the Metro staff recommendation and approve the LPA to be the Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower with a segment completion by FY 2041-43 (Item #9). Supporting this project would be a major step in traversing one of the most densely populated areas in our country comprised of high numbers of low-income, heavily transit-dependent residents.

I also encourage the Metro Board to support expediting the completion of the WSAB LPA. Given many of our most vulnerable populations rely on transit services to commute to work, school, medical appointments, shopping, and other essential destinations, it is essential to expand efficient, accessible, and affordable travel mobility transit options to our disadvantaged, minority communities as quickly as possible.

While the WSAB is consistent with President Biden's "Justice 40" Initiative which increases the ability to access federal funding, it is imperative that Metro seek and identify all avenues to fill the gap funding needed to accelerate the completion of the supported LPA.

I commend the Metro Board and its staff for their hard work to invest in our local transportation and infrastructure. Your efforts are a critical step toward ensuring our communities can excel and thrive.

I look forward to continuing to support your efforts in Congress and to work with you and all our local transportation stakeholders and elected officials at the local, state, and federal level to achieve our goal of improving the lives of our Southeast LA County residents.

Sincerely,



LUCILLE ROYBAL-ALLARD
Member of Congress

LRA:cm



City of Maywood

4319 East Slauson Avenue • Maywood, California 90270
Tel: (323) 562-5700 • Fax (323) 773-2806

January 25, 2022

Dear Chair Solis:

We are writing to express our support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Councilmember Fernando Dutra to accelerate the schedule and budget for the project

As members of the Gateway Cities Council of Governments and Eco-Rapid Transit, we have supported the construction of this transit line for Southeast Los Angeles for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than LA County as a whole. Our residents suffer from poor air quality. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, we ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-in-line federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then, will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line) and Regional Connector in other parts of LA County. It is now time to secure these funds for the transit-dependent communities of Southeast Los Angeles. Thank you for your support.

Sincerely,

Heber Marquez
Mayor
City of Maywood



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

- City of Artesia
- City of Bell
- City of Bell Gardens
- City of Cerritos
- City of Cudahy
- City of Downey
- City of Glendale
- City of Huntington Park
- City of Maywood
- City of Paramount
- City of South Gate
- Burbank-Glendale-Pasadena Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Sean Ashton
Councilmember
City of Downey

Secretary

Vrej Agajanian
Councilmember
City of Glendale

Treasurer

Jose R. Gonzalez
Mayor
City of Cudahy

Internal Auditor

Alejandra Cortez
Councilmember
City of Bell Gardens

Executive Director
Michael R. Kodama

General Counsel
Matthew T. Summers

Ex-Officio
Ricardo Reyes
City Manager Representative

January 25, 2022

The Honorable Hilda Solis
Chair, Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles CA 90012

Re: Letter of Support – West Santa Ana Branch Transit Corridor Project

Supervisor Solis,

Eco-Rapid Transit supports the Metro Board Agenda Item 10 motion introduced by Supervisor Janice Hahn, Supervisor Hilda Solis, Supervisor Holly Mitchell, Los Angeles Mayor Eric Garcetti and Whittier Councilmember Fernando Dutra which declares the West Santa Ana Branch Project is a one seat ride connecting Artesia to Union Station. We also appreciate the motion's acknowledgement that we need to accelerate the project budget and timeline so we can ride this train during our lifetime.

This line was promised as defined in this motion and was why our member cities supported both Measure M and Measure R. We need to accelerate the project to meet the promise of Measure M and Measure R.

This project is vital to our environmental justice communities that live and work along the proposed line who need access to affordable, dependable transportation. We also support the one seat ride to Union Station because it connects our community to locations in the region with stops at 7th and Alameda and Little Tokyo in Downtown Los Angeles.

Our community has been impacted by pollution from cars, trucks, trains and industries. More of our children have asthma, from this pollution. Transportation has divided our communities. This proposed transit line, designed with the community has the possibility of united us.

This rail line will provide access to destinations that provide living wage jobs. The West Santa Ana Branch built with the community – provides training and jobs that can help uplift the community. It can be the corridor of opportunity creating investment in the corridor and access to jobs, education, health care and recreational opportunities.

The members of Eco-Rapid Transit pledge our support to work with Metro, Gateway Cities Council of Governments and other stakeholders to secure the necessary state and federal funds to build this project.

Money is always an issue. In the past, Metro has successfully secured Federal Transit Administration "New Starts" funds for other rail transit projects in Los Angeles



Eco-Rapid Transit, formerly known as the Orangeline Development Authority, is a joint powers authority (JPA) created to pursue development of a transit system that moves as rapidly as possible, uses grade separation as appropriate, and is environmentally friendly and energy efficient. The system is designed to enhance and increase transportation options for riders of this region utilizing safe, advanced transit technology to expand economic growth that maximizes ridership in Southern California. The Authority is composed of the following public agencies:

City of Artesia
City of Bell
City of Bell Gardens
City of Cerritos
City of Cudahy
City of Downey
City of Glendale
City of Huntington Park
City of Maywood
City of Paramount
City of South Gate
Burbank-Glendale-Pasadena
Airport Authority

Chair

Ali Sajjad Taj
Council Member
City of Artesia

Vice-Chair

Sean Ashton
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Alejandra Cortez
Councilmember
City of Bell Gardens

Executive Director

Michael R. Kodama

General Counsel

Matthew T. Summers

Ex-Officio

Ricardo Reyes
City Manager Representative

County. It is time to secure these funds for underserved transit dependent communities in our corridor. The West Santa Ana Branch line is the poster child for President Biden's Justice40 program and together let us move forward to create this transit line that finally fills a gap in the Metro system and will serve our communities in Southeast Los Angeles now.

Sincerely,

Ali Sajjad Taj
Chair, Eco-Rapid Transit Board of Directors

Cc: The Honorable Janice Hahn, Los Angeles County Supervisor and Metro Board of Directors
The Honorable Fernando Dutra, Whittier City Councilmember and Metro Board of Directors
The Honorable Holly Mitchell, Los Angeles County Supervisor and Metro Board of Directors
The Honorable Eric Garcetti, Los Angeles Mayor and Metro Board of Directors
Eco-Rapid Transit Board of Directors
Nancy Pfeffer, Gateway Cities Council of Governments
Estela Lopez, Downtown Industrial Business Improvement District
David Ikegami, Little Tokyo Business Association



January 26, 2022

Metro Board of Directors
1 Gateway Plaza
Los Angeles, California 90012

RE: Rail to Rail Active Transportation Corridor Project

Dear Honorable Chair Solis and Metro Board Directors:

We write to support Agenda Item 28 on the January Regular Metro Board Meeting, approval of the Rail to Rail Active Transportation Corridor Project life-of-project budget (File #: 2021-0785). The University of Southern California has been following the development of Rail to River, and the Sol Price Center for Social Innovation has also provided research assistance to community groups on additional impacts of the project.

This 6.4-mile active transportation pedestrian and bicycle corridor will connect Southeast and South Los Angeles with high-quality transit, including the Crenshaw 'K' Line, Silver 'J' Line, and Blue 'A' Line. The Rail to River project is a significant project that will positively impact the sustainability and economy of the surrounding community in South Los Angeles. Through other collaborative efforts in the area, these projects will address the impacts of climate change; improve air quality and health outcomes; increase access to green space and urban greenery; produce career pathways; and provide for clean transportation options.

As one of the denser traffic corridors in Los Angeles, pedestrians and active transit users on Slauson Avenue have little infrastructure to support travel safety. The Rail to Rail project would improve safety conditions; construction would also enhance the environment due to the required soil remediation along the path, which is already underway. The overall project also aligns with Metro's Equity Platform, as the transformation of the right-of-way will expand economic opportunity for area residents. This includes the potential for greater connectivity to major economic hubs such as the Ports of Los Angeles and Los Angeles International Airport.

We applaud Metro's hard work in moving the project forward. We also wish to commend the various collaborators at the community, city, county, state, federal levels who have highlighted the importance of a multi-benefit project.

Thank you in advance for your consideration. We look forward to the future of the Rail to River project and its potentially transformative effects.

Sincerely,

Samuel Garrison
Senior Vice President
USC University Relations

Effie Turnbull Sanders
Vice President
USC University Relations

Cc: Stephanie Wiggins, Metro CEO
Mayor Eric Garcetti
Director Jacquelyn Dupont-Walker



City of Artesia | 18747 Clarkdale Avenue | Artesia, CA 90701
OFFICE OF THE MAYOR

January 26, 2022

Dear Chair Solis:

I am writing to express support for the construction of the West Santa Ana Branch project from Los Angeles Union Station to Artesia Pioneer Station as quickly as possible. In addition, we support the motion in Item #10 introduced by Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell, Los Angeles Mayor Eric Garcetti, and Whittier Councilmember Fernando Dutra to accelerate the schedule and budget for the project.

As a member of the Gateway Cities Council of Governments (COG) and Eco-Rapid Transit, the City of Artesia has supported the construction of this transit line for Southeast Los Angeles County for almost twenty years. Many of our residents voted for the passage of Measure R and Measure M, with the understanding that we would receive high-quality transit for our cities.

The West Santa Ana Branch is located in communities that are more transit-dependent, lower-income, and higher-percentage minority than Los Angeles County as a whole. Artesia residents suffer from poor air quality from traffic congested freeways in and near the City on a daily basis. The project is located within disadvantaged communities consistent with President Biden's "Justice40" Initiative. As such, I and my fellow corridor cities ask that the Metro Board prioritize the West Santa Ana Branch as its top priority for next-inline federal, state, and local funding. In addition, we support the expedited study to lower the costs and accelerate the construction for the segment from Union Station to Slauson/A Line (Blue) Stations, and a station in Little Tokyo.

As city leaders, we ask for frequent updates on the project's schedule, costs, and funding at meetings of the Metro, Gateway Cities COG, and Eco-Rapid Transit boards. In addition, Metro must partner with cities to explore all financing methods and alternative project delivery methods to accelerate the completion of the entire line from Union Station to Pioneer Station before 2021-2043. Only then will the West Santa Ana Branch line be complete.

Metro has about 40 years of Federal Transit Administration "New Starts" successes during which it has secured about \$7 billion in federal funds, including funding for the Metro B (Red Line), L (Gold Line), D (purple Line), and Regional Connector in other parts of Los Angeles

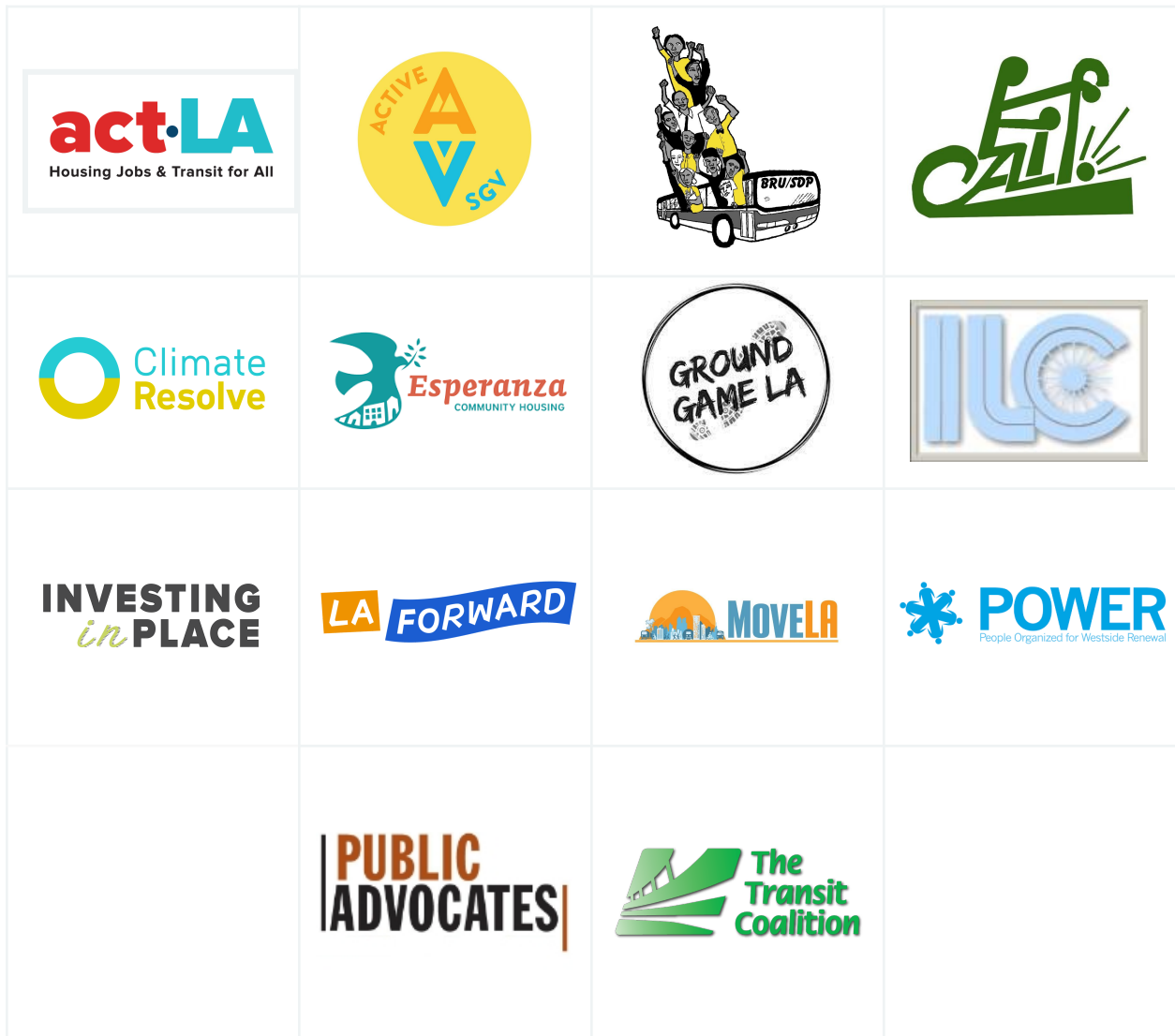
County. It is now time to secure these funds for the transit- dependent communities of Southeast Los Angeles County.

Please contact Karen Lee with the City of Artesia at Klee@cityofartesia.us should you have any questions regarding this letter. Thank you for your support.

Sincerely,

A handwritten signature in black ink, appearing to read "Melissa Ramoso". The signature is fluid and cursive, with the first name "Melissa" and last name "Ramoso" clearly distinguishable.

Melissa Ramoso
Mayor of Artesia



TO: Metro Board of Directors and CEO Stephanie Wiggins
DATE: January 18, 2022
RE: Bus Operator Shortage

Dear Metro Board of Directors:

The COVID-19 pandemic has drastically altered the daily lives of people across the globe. For nearly two years, uncertainty has upended work and family routines, all while our community members have faced trauma and isolation during these trying times. It is no surprise that services like public

transportation have been asked to make difficult and demanding adjustments as well.

Throughout the pandemic, we, the undersigned individuals and organizations, have sought to balance patience with Metro as the agency moved to protect essential workers, such as Metro's bus operators and bus riders using transit to get to work at hospitals, grocery stores, and daycares, among others. We have shown up to tell Metro how service cuts impact riders who rely on good transit service. We have also thanked Metro's Board for listening to the outpouring of feedback and demanding a return to the pre-COVID service levels.

The latest staff report before the Metro Board suggests that Metro's promised service has fallen short. Despite the Board's assurances that service would be restored to pre-pandemic levels, riders have been left stranded as buses have failed to arrive according to schedule. The new report belatedly ratifies the anecdotal evidence that riders have been attesting for months: Metro is providing nowhere near the frequency of service that it promised the public.

With the current number of operator call-outs, Metro is not achieving the level of service promised in its timetable and the promise of NextGen. Now Metro is once again seeking to resolve the problem by potentially cutting bus levels of service.

We would like to express our opposition to a "right-sizing" plan that views frequent service as a problem to be solved with punitive cuts and transit austerity. Transit riders have continued to fight every day of this pandemic to keep Los Angeles moving. We deserve a transit system that will fight for us.

We are deeply concerned about what appears to be the lack of transparency in decision making, data sharing, and communications around levels of service. In March 2020, when COVID-19 began spreading, Metro canceled all committee meetings for the month, cut transit service, and instituted a hiring freeze across the agency in anticipation of significant revenue shortfalls.

For the next several months, community members and advocates attended every Metro Board meeting, sharing their experiences of long waits for buses, crowded buses where people were not able to socially distance, and

unreliable bus service. Month after month, the comments of bus riders were sidelined. Meanwhile, weekly ridership data from the American Public Transit Association showed LA Metro has suffered the least amount of transit ridership loss than anywhere in the country since the start of the pandemic¹, and the four LA Metro countywide sales taxes - a significant revenue source - were nowhere near the low revenue projections that had been forecasted. In fact, revenues were significantly higher than anticipated. Additionally, the Federal Relief COVID packages brought billions of dollars in funds for transit operations. The last funding package, the American Rescue Plan, included at least \$1.24 billion in additional funding for LA Metro for the next two budget years. So if the funding was there, why is bus service still poor?

In January 2021, the Metro Board issued a motion directing staff to restore bus service to pre-COVID levels of 7 million revenue service hours by June 2021. However in February 2021, Metro staff pushed back on the Metro Board's recommendation citing the bus operator shortage and the delays caused by the hiring freeze - which had not been lifted until January 2021.

According to the [January 20, 2022 staff report on operations ridership and hiring](#):

- Pre-pandemic bus service cancellation averaged about 1-2%,
- But now bus service cancellations are currently trending at about 10-15%.

With funding in place, and the Metro Board committing to restoring bus service, why is the bus operator shortage still so severe one year later, and why is there no regional hiring strategy to methodically address the operator shortage?

As representatives of a broad coalition of transit advocacy groups, community leaders, policy analysts, and bus riders, we are hopeful that the Board of Directors will give serious consideration to the requests for information and transparency to inform and expand the conversations and input towards improving Metro's bus service.

- 1. Resume back door boarding and suspend fare collection immediately** to reduce deaths and severe illness of bus operators and

¹ <https://transitapp.com/apta>

riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and [reach peak transmission in California in 4-6 weeks](#), until the Omicron infection surge subsides, a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.

2. **Direct the** Metro CEO to resume back door boarding and suspend fare collection temporarily to protect bus operators and riders if future COVID infection surges occur.

3. Provide information on labor, contract improvements, and rail operations

- a. Since there has been low enrollment for new bus operators, what is being done to restructure the job (pay rate, contract issues, hours).
- b. What takeaways are coming up that will inform labor goals with the new Bus Operator contract being developed now?
- c. What is Metro doing to increase the rate of retention of its bus operators?
- d. What is the path to full time employment?
- e. What are the changes being made to the training process? [This tweet calculated that the current rate of training will only graduate 299 operators per year \(so fewer net drivers added, since some leave the driver job\).](#)

4. Provide Data: Bus operator call outs

- a. Breakdown of bus operator call outs by division from April 2020 - Present and monthly reports thereafter
- b. Provide insight on how much of the ongoing operator shortage now is from covid-related absences vs burnout-related attrition. Ideally this would be a chart going back to 2019. COVID leave, sick, vacation, workers compensation, disciplinary, other.

5. Provide Data: Scheduled vs. actual bus service

- a. Data on scheduled vs Actual Bus Service from April 2020 - Present and monthly reports thereafter
- b. A log of canceled service by route from April 2020 - Present and monthly reports thereafter

6. Provide Data: Stop level analysis of bus ridership

- a. Analysis of neighborhoods that saw high ridership (less than a 50% drop) during April 2020 - Present. We have heard anecdotally that some bus lines/stops have sustained ridership even in the early months of COVID-19. These potentially indicate key transit areas that require additional resources. To date, Metro has not released this data. Metro has only released line by line totals which make it impossible to see key clusters given the fact many Metro Bus Routes are over 10 miles long.

7. Provide information on management practices: Hiring freeze

- a. A better understanding of why the hiring freeze was not lifted earlier to identify the structural issues in the Transit Operations department that need to be addressed in order to ensure strategic planning and leadership for high quality service.

8. Provide information on management practices: Canceled bus runs

- a. Description of the process of how it is decided what bus runs are canceled and which ones are not. And, when operators are available, how/when/if cancelled runs are backfilled with extra board operators. And in terms of bus maintenance, are all canceled runs due to lack of operator availability or are there runs canceled due to lack of ready buses/buses out to preventive or non-routine maintenance?

9. Provide information on stop gap measures:

- a. What can be done now to improve management of operator call-outs without cutting bus service?

10. Provide information on funding: Federal ARPA dollars

- a. With the ARPA stimulus funds granted to Metro last week (they are not in the FY22 budget), and sales tax revenues coming in above expectations, what are Metro's plans to spend the additional revenue to address these issues (as either part of FY22 mid-year budget revision or for the FY23 budget)?

For any questions, please feel free to contact Jessica Meaney at jessica@investinginplace.org or 213-210-8136.

Sincerely,

Individuals

AnneTobin
Bill Lam
Carrie Madden
Christopher Ahuja
Chih-Wei Hsu
Cynde Soto
David Michel
Dorothy Wong
Erik Abriss
Gregory Wright
Hank Fung, Metro Community Advisory Council Chair (for identification purposes only)
Jiyoung Carolyn Park
Lorenzo Mutia
Lyndsey Nolan
Muriel Nacar
Stephen Jones
Virginia Wexman

Organizations

Active San Gabriel Valley
Alliance for Community Transit - Los Angeles
Climate Resolve
Communities Actively Living Independent & Free (CALIF)
Esperanza Community Housing
Ground Game LA
Investing in Place
LA Forward Action
Labor Strategy Center - Bus Riders Union
Move LA
People Organized for Westside Renewal (POWER)
Public Advocates Inc.

The Independent Living Center of Southern California
The Transit Coalition



January 27, 2022

Honorable Hilda Solis
 Chair, Los Angeles County Metropolitan Transportation Authority

Ms. Stephanie Wiggins
 Chief Executive Officer, Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA

Via Public Comment

SUPPORT: File #: 2021-0785 Rail to Rail Active Transportation Corridor Project

Dear Chair Solis and CEO Wiggins:

On behalf of the public, private, and community-based organizations that comprise the federally-designated South Los Angeles Promise Zone, we write to express our support for the approval of the Rail to Rail Active Transportation Corridor Project (File #: 2021-0785), agendaed as Item 28 on the January 27, 2022 Metro Board of Directors Meeting.

Originally proposed in 2012 and scheduled for completion by 2019, the Rail to Rail Active Transportation Corridor project is a 6.4-mile active transportation, pedestrian, and bicycle corridor that will connect Southeast Los Angeles and South Los Angeles with high quality mobility options to the Crenshaw ‘K’ Line, Silver ‘J’ Line, and Blue ‘A’ Line. This shovel-ready community-focused investment is fully designed and CEQA-approved, and has leveraged all available public funds, including a \$15 million

USDOT TIGER (Transportation Investment Generating Economic Recovery) Grant¹; an \$8.3 million Active Transportation Program Grant; an \$8.2 million LA County Measure W Grant for stormwater runoff; and an important investment by the City of Los Angeles of \$30 million for essential public right-of-way improvements.

The completion of the Rail-to-River Active Transportation Corridor project is key to implementing equity-focused and community-driven projects in South Los Angeles and plays a foundational role in supporting the collaborative work to bring the South Los Angeles Climate Commons² and Slauson Corridor Transit Neighborhood Plan to fruition. Working in concert, these projects will address the impacts of climate change on frontline communities; improve air quality and health outcomes; increase access to green space and urban greenery; create affordable housing and opportunities for community land trusts; produce career pathways; provide for clean transportation options; and mitigate the risk of displacement.

We want to express our gratitude to the leadership and staff at Metro who worked for years on ensuring this project is built. We would also like to uplift the efforts made by our Federal, State, County of Los Angeles, and City of Los Angeles representatives and their staff to move this project forward.

We hope now to work with Southeast Los Angeles communities, the Gateway Cities COG, and the West Santa Ana Line Branch project, the Eco-Rapid Transit Coalition to complete Segment B of the planned project and connect Rail-to-Rail to the L.A. River. This represents a tremendous opportunity to create regional connectivity with a safe and zero-emissions first/last mile option for Southeast and South LA businesses, yielding greater economic activity for these communities and a great number of minority owned businesses.

With Rail-to-River, we can “Build Back Better” with high-quality jobs and climate resilient infrastructure. Now, more than ever, we must intentionally invest in clean transit infrastructure in Southeast and South LA, which will address historic inequity and climate change. We thank you for your leadership and wholeheartedly support this motion.

Sincerely,

Zahirah Mann
President and CEO
SLATE-Z

Mark A. Wilson
President and CEO
CRCD
Co-Chair SLATE-Z Executive
Committee

Veronica Melvin
President and CEO
LA Promise Zone
Co-Chair SLATE-Z Executive
Committee

¹ See <https://www.metro.net/projects/r2r/project-area/>.

² The coalition— collectively known as the South LA Climate Commons—consists of several community-based organizations and LA City and County partners across the Los Angeles region, such as: Strategic Concepts in Organizing & Policy Education, Brotherhood Crusade, Los Angeles Neighborhood Land Trust, Strategic Actions for a Just Economy, T.R.U.S.T. South LA, Community Coalition, CD Tech, Enterprise Community Partners, Tree People, City of LA Planning Department and support from Metro. The coalition received a Transformative Climate Communities Planning Grant from the Governor’s Strategic Growth Council. See <https://www.southlaclimatecommons.org/>.

Eli Lipmen
Director of Programming &
Development
Move LA
Co-Chair SLATE-Z Transit
Committee

Benjamin A. Torres
President and CEO
CDTech
Co-Chair SLATE-Z Advocacy
Committee

Miranda Rodriguez
Deputy Director
LISC-LA
Co-Chair SLATE-Z
Advocacy Committee

Leslie Cooper
Vice President of
Organizational Development
Community Coalition
SLATE-Z Executive
Committee Member

Carolyn Fowler
Government Affairs Advisor,
LAUSD Board District 1
SLATE-Z Partner

Sharon Shelton
Chief Operating Officer
YWCA Greater Los Angeles
SLATE-Z Partner

Tafarai Bayne
Chief Strategist
CicLAvia
SLATE-Z Partner

Andres Ramirez
Executive Director
People for Mobility Justice
SLATE-Z Partner

Edgar Campos
Executive Director
T.R.U.ST South Los Angeles
SLATE-Z Partner

Tori Kjer
Executive Director
LA Neighborhood Land Trust
SLATE-Z Partner

Eli Kaufman
Executive Director
Los Angeles Walks
SLATE-Z Partner

Kevin Shin
Deputy Director
LA County Bicycle Coalition
SLATE-Z Partner

Maria Patiño Gutierrez
Director of Policy & Research
SAJE
SLATE-Z Partner

Manny Gonez
Director of Policy Initiatives
Tree People
SLATE-Z Partner



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

January 25, 2022

The Honorable Hilda L. Solis, Chair,
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Resumption of Fare Collection

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes. They also offer monthly opportunities for the public to engage with Metro about bus service, policies, and programs. Over half (54%) of all of Metro's bus ridership occurs on routes that cross or pass through the Westside Central Service Region.¹ Many bus riders depend on Metro for transportation on a daily basis. Eighty-five percent of bus riders surveyed do not regularly have access to a car.² Sixty-six percent of Metro bus riders identify as Latinx and 15% identify as African American.² The median household income of Metro bus riders is \$17,975.²

At our January 13, 2022 meeting, the Westside/Central Service Council (WSC) received reports on the Metro LIFE Program and monthly regional service activity. Based on both discussions, the Council adopted a motion to formally commend Metro staff and Board of Directors on the expansion of the LIFE Program. Additionally, the Council discussed at length the potential impacts to bus riders resulting from the resumption of fare collection and front-door boarding that went into effect on January 10, 2022.

The Westside Central Service Council expressed concerns about the resumption of these practices due to the current COVID-19 surge. The Westside Central Service Council recommends that in light of the rise in COVID-19 infections and hospitalizations affecting workers throughout LA County, including Metro bus drivers and riders, that the Metro Board resume all-door boarding procedures and suspension of fare collection on buses until such time that:

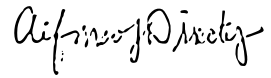
1. COVID-19 hospitalizations in LA County are below 1,000 beds and;
2. The LIFE Program can resume in-person outreach and program registration.

¹ See p. 4 "WSC Weekday Bus Ridership" table, Metro Regional Bus/Rail Overview: Westside/Central (November 2019)

² See 2019 Metro Customer On-Board Customer Satisfaction Survey (Conducted October-November 2019)

Our Service Council will continue to work with Metro to address community transportation concerns and improvements.

Sincerely,

A handwritten signature in black ink, appearing to read "Alfonso Directo, Jr.", written in a cursive style.

Alfonso Directo, Jr.
Chair, Westside/Central Service Council

cc: Stephanie Wiggins

California State Senate

STANDING COMMITTEES
ENERGY, UTILITIES
AND COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
JUDICIARY



SELECT COMMITTEE
CHAIR, PORTS AND GOODS
MOVEMENT

SPECIAL COMMITTEE
PANDEMIC EMERGENCY
RESPONSE

SENATOR LENA A. GONZALEZ

THIRTY-THIRD SENATE DISTRICT

SENATE MAJORITY WHIP
CHAIR, SENATE COMMITTEE ON TRANSPORTATION

January 27, 2022

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

As the State Senator proudly representing California's 33rd District, which includes the South East Los Angeles region, I write to urge the Metro Board of Directors to adopt a motion that declares the full West Santa Ana Branch project be deemed complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

Our South East Los Angeles residents have had limited transportation options for far too long. Currently, there are no rail lines/routes available that provide a continuous transit option and connect the cities and communities along this corridor. Instead, this corridor is serviced by busses that run primarily along a heavily congested freeway. For decades, these residents have been severely underserved with limited transit options and are disproportionately impacted by industrial pollution and traffic congestion.

The West Santa Ana Branch is a critically needed transit project that will increase mobility, connectivity, and opportunities for our historically underserved communities. As State budget discussions and negotiations progress, I will continue to advocate for the West Santa Ana Branch project as a critically needed priority for the state and the region. If you have any questions regarding my support, please do not hesitate to contact my office at (562) 256-7921.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez
Senator, Senate District 33

CAPITOL OFFICE
STATE CAPITOL, ROOM 2068
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528



January 26, 2022

ITEM NEEDS MORE CONSIDERATION: Item #43: Operations Transparency and Safeguarding Motion

Dear Board of Directors:

We write to ask you give more consideration to *Item #43: Operations Transparency and Safeguarding Motion on the January 27 Regular Board Meeting Agenda*.

Many of the laudable efforts supported by this Board in the past few years may be in jeopardy due to the ongoing bus operator shortage. Metro cannot fully implement the NextGen Bus Plan without a well-trained and healthy workforce, and an electrified bus fleet will be meaningless without trained operators who can drive those buses and reliable service for riders who depend on transit service.

We implore the Metro Board to focus your attention over the coming months to both the immediate need and structural changes necessary to ensure that we have a well-trained, well-paid, healthy, and well-treated transit workforce now and into the future.

Just this week, [CalMatters published a report](#) on how the transit workers shortage is rippling through the California economy. Transit workers are on the frontline of the pandemic and transit systems are critical for employees, especially lower-wage workers to get to work. Transit workers are calling out in record numbers, not just because they are getting sick but because they are overworked from having to cover shifts as operators leave the industry or call out, or are being abused by the very riders who rely upon their health and well-being.

In response, transit agencies [across the State](#) are cutting service, offering signing bonuses for new recruits, and increasing low starting wages and benefits that only apply to full-time operators. While COVID has exacerbated the shortage, this is an issue that pre-dates the pandemic as the contract has limited flexibility for its workers who increasing face childcare, affordable housing, and health challenges.

[Move LA has joined other local groups to call for changes to the way that bus operators are treated and compensated](#) as well as transparency around contracts and shortages, service levels, call outs, management practices, resumption of back door boarding, and more. However, we believe that Metro should consider several other options including:

1. Establishing an internal Task Force and a standing item on the Operations Committee Agenda to come up with structural changes and continue oversight of this issue.
2. Encourage Metro Board members to visit bus yards, speak directly with transit operator and take a ride on their route to hear about the challenges they face.
3. Consider benefits like childcare and housing subsidies, gym memberships, and other benefits that help address affordability issues related to the pandemic, health issues related to long, sedentary work hours, and childcare challenges related to COVID.
4. Offer operators not just a recruitment incentive but a retention incentive, especially to those who have stayed with the agency for a certain period or simply as 'hero pay' during the pandemic.
5. Address the strain on the maintenance staff who are being impacted by the level of wear and tear on the buses due to the housing and homelessness challenges we face.
6. Resume back door boarding immediately to reduce deaths and severe illness of bus operators and riders from the Omicron variant, which is projected to overwhelm California hospitals before the end of January and reach peak transmission in California in 4-6 weeks, until the Omicron infection surge subsides. Empower the Metro CEO to resume back door boarding temporarily to protect bus operators and riders if future COVID infection surges occur; a suggested metric could be when COVID transmission levels are no longer substantial as defined by the CDC.

Yours in transit,



Eli Lipmen
Move LA



Denny Zane
Move LA



LACMTA Board of Directors, Aranello Associates:

COMMENTS ON WEST SANTA ANA BRANCH (WSAB) for PREFERRED ROUTE SELECTION

RE: Choosing a Preferred Route from your 4 Alternative Routes? Can't be done! Why?
A.) **ALL ALTERNATIVES ARE A FAILURE; EVERY ONE OF THEM FALLS FAR SHORT OF THE STATED DESTINATION: "SANTA ANA",** WHERE OCTA's "O.C. STREETCAR" WILL BE WAITING! FIX THIS! WITHOUT LINKING THESE 2 PROJECTS, WHICH THE PUBLIC WANTS, BOTH ARE AT RISK OF FAILURE! Too short on its own, the OC Streetcar is most like a stunted developer's toy (like L.A.'s Grove or Glendale's Americana) failing to exploit rail's advantages much (rush-hour proof, long straight lines of travel). And WSAB's southeast end falls short of any major trip generator, crushing ridership! It's not your fault OCTA dissed using LACMTA-compatible light rail specifications even though we pleaded (same electrical voltage, same car width, same platform heights (that can be dual: curb-low-center sections for O.C. w/ LACMTA-height ends) to allow interlining, 2nd-sections, or even through-cars)... OCTA's selected manufacturer (Siemens) knows how, since they've built light rail cars for LACMTA before! **CONNECT BOTH DOWNTOWNS: LOS ANGELES & SANTA ANA; RIDERS WANT THAT; DON'T FALL SHORT!**

B.) **ALL ALTERNATIVES SENSELESSLY BLOW MONEY ON ROLLER-COASTERING GRADE SEPERATIONS UNDER & OVER STREETS! STOP IT; SAVE HUNDREDS OF MILLION DOLLARS FROM METRORAIL BUDGETS SKIPPING STAIRS & ELEVATORS, OR BUILD MORE MILEAGE FOR THE SAME AMOUNT OF CAPITAL, & DRAMATICALLY SHORTEN CONSTRUCTION TIMES!** BUILD GRADE CROSSINGS FOR METRORAIL INSTEAD that delays auto traffic very little (seconds!) prioritizing a rush-hour-proof ride for HUNDREDS OF PEOPLE AT A TIME IN SECONDS (4 blocks-worth of cars or half a dozen buses can never match that performance!) **FACT: RAIL AT-GRADE IS THE MOST EFFICIENT FORM OF SURFACE TRANSPORTATION, PERIOD!**

C.) Dissecting The Four unfortunate Alternatives:
Your Alternative 1.'s IS THE MOST DIRECT/ FASTEST AT THE NORTH END, WITH THE BEST STATION-PAIRS; It could have been the best of all; EXCEPT YOU BURIED IT LIKE A SEWER (@ A BILLION DOLLARS PER MILE! = LACMTA'S OWN NUMBERS!) in extremely toxic ground, too near the river! Tests reveal long-term pollution -Hydrogen Sulfide the worst of it- all around underground south of Union Station, making subway stations unsafe AND YOU KNOW IT! Take Down First-Five & the Mosaic Snipers Apartments (*rebuild them somewhere Far Away!*) **TO RETAKE L.A.U.S.' WEST SURFACE PARKING LOT FOR LIGHT RAIL & BUSES = fantastic!** CONTINUING AT-GRADE SOUTH ON ALAMEDA (Center or Eastern edge) **Restoring rail's historic alignment to Washington!...** (either ENTERING THE BLUE LINE THERE, WHERE AN EXISTING SWITCH ALREADY WAITS, or keep on Alameda south until joining the Blue Line at Slauson... **DO NOT LEAPFROG ALONG SECONDARY-MAIN LINE UNION PACIFIC & SALT LAKE** to get out of the way of freight lines, but continue south from Blue to Green Line (via a new double-track turnout switch) then branch off the Green Line to send the WSAB to Santa Ana. Saving hundreds of millions, this would be a faster trip than the Blue Line (transfer) itself to reach Union Station!

Your Alternative 2. IS PROBABLY THE WORST ALTERNATIVE OF THE 4: The north end of its route swerves west to 7th x Metro, WHERE IT DIES IN A RIDERSHIP-REPELLING FORCED WAIT & MODE-TRANSFER; because trains would fail to take the Downtown Connector! Mid-route, it leapfrogs back & forth over the Secondary Main Line Union Pacific/ Salt Lake tracks to avoid fouling active sidings, an ugly

graffiti magnet, a senseless, massive expense! No money could be saved to finish the line to the OC Streetcar & Santa Ana.

Your Alternative 3. starts with a ridership-repelling forced transfer from the Blue Line, focused on the mid-route leapfrogging back & forth over the Secondary Main Line Union Pacific/ Salt Lake tracks to avoid sidings, fouling it with massively ugly, senseless, pricey grade separations that are graffiti magnets! Far better to keep WSAB light rail trains on the Blue & Green Lines... BUT giving the Slauson route back to Main Line mode passenger trains (& whose western end used to reach LAX airport & could again for rush-hour-proof main-line FlyAway trains, and whose eastern end could be rebuilt to Brea or beyond!).

No matter who the final operator would be, MetroLink was born to do this conversion; all LACMTA needs to do (but refuses!) is pay them: To convert Main Line rail to interline passenger with freight. STARTING WITH AN APPLICATION TO CALIFORNIA PUBLIC UTILITIES COMMISSION, **METROLINK COULD HAVE PASSENGER TRAINS RUNNING ON EXISTING TRACK IN WEEKS NOT DECADES, upgrading tracks incrementally at a fraction of the cost of starting over!** Initial equipment could be an FRA-locomotive-crash-standards-compliant diesel (DMU), easily retrofitted for carbon-free fuel cell or battery power. Surplus MetroLink equipment could get fitted for electrified overhead (ElectroLink concept per Paul Dyson), can tow future High Speed Rail into LAX (Please study the illustrations in the excerpts on the next 2 pages!)

NONE OF THIS IS PIE-IN-THE-SKY OR EXOTIC TECHNOLOGY! ALL OF IT COULD BE USED FOR MASS TRANSIT SERVICE ON IMPROVED EXISTING/ RENEWED MAINLINE RAIL A.S.A.P., WHICH WOULD DELIVER EXPANDED PASSENGER SERVICE IMMEDIATELY ON ALL UNION PACIFIC/ SALT LAKE FREIGHT PORTIONS OF W.S.A.B.'s MAIN LINE ALIGNMENT (HUNTINGTON PARK, BELL, SOUTHGATE... WITH TRANSIT SERVICE- AT A FRACTION OF THE COST! THAT COULD GO ON TO BREA! TO DISNEYLAND! TO AIRPORTS LIKE LONG BEACH & LAX. NOW INSTEAD OF BLOWING A FORTUNE LEAPFROGGING OVER IT WITH LIGHT RAIL! A real tragedy here is former LACMTA CEO Phil Washington came here from metro Denver, CO *which has E.M.U. service*, Washington would've been an ideal experienced leader to implement E.M.U. here!

Your Alternative 4. IS CLEAN, & LEAST-WORST, & COULD EASILY BE IMPROVED
Though it is shortest, if LACMTA allowed the money Alt. D saves to be re-deployed to the southeast end to tie into the OC Streetcar, it could easily reach DTSanta Ana & its Amtrak Station!
~100% of it is new unduplicated construction, all expanding MetroRail's route network un-served today!
No money is wasted leapfrogging over sidings on Union Pacific & Salt Lake Secondary Main Line rail! when heading northwest from Santa Ana, it should switch onto the LACMTA Green Line toward LAX, then switch onto the Blue Line into Union Station...
some WSAB trains could m.u. to Blue Line trains there to keep headways looser, & reduce Operators needed.

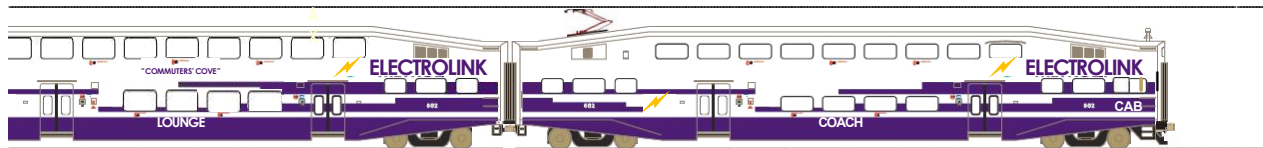


TRASHED CORRIDOR STILL PRIME FOR ELECTRIC TRAINS; PART 1: SLAUSON-LAX PORTION OF HARBOR SUB ROUTE

by GreenLight Transit

From the Crenshaw corridor's southernmost subway, where Los Angeles County Metropolitan Transportation Authority (LACMTA) punched a hole in the middle of it for a Crenshaw Line tunneling's headframe... to Vernon's Malabar Yard (Class I BNSF still serves)... the "Slauson Corridor" portion of the ex-Santa Fe/ BNSF Harbor Subdivision (a.k.a. Harbor Sub) is still mostly intact for passenger rail service, & wide enough to accommodate double track (24 ft. wide right-of-way) + power poles for overhead power (add 3ft. more). Though more difficult now, MetroLink

was born to do this, & could still begin its conversion to passenger rail service mostly-at-grade after an application to the Federal Railroad Administration (FRA), no matter what agency would be the final operator. Initial equipment could be **A)** off-the-shelf Diesel Multiple Units (DMU) from U.S. Railcar; when **A), C), D)** Source: U.S. Railcar catalogue, usrailcar.com the time comes, without scrapping it, propulsion is rebuilt to truck-mounted electric motors (replacing U.S. Railcar's diesel & hydraulics), a pantograph retrofit for use where electric overhead is complete & storage batteries where & when it isn't. Or **B)** Adding-on to the small fleet order for main line compatible self-propelled Stadler FLIRT H2- A DMU initially, to start San Bernardino County Transportation Authority's (SBCTA)'s "Arrow" service to Redlands. The diesels can be removed, replaced by batteries that can be recharged by pantograph mid-line, or converted to H₂ fuel cell. C) MetroLink's surplus Bombardier's cab cars could be returned to service as "ElectroLink" Multiple Units by motorizing their trucks, installing control stands, rooftop pantographs **^ B)** (a somewhat different Flirt sub-model shown) **v C), D), F).** (Concept of ElectroLink by RailPAC's Paul Dyson)



Neighboring underutilized industrial buildings at BNSF's Malabar Yard east end could be used for storage, & is suitably zoned for a Maintenance facility. As MetroLink Engineering's now-retired-&-moved-away Mike McGinley pointed out after the Harbor Sub's acquisition: if only LACMTA would pay & just let MetroLink begin service (like in 1994: MetroLink stations stuck years on the drawing board, were instantly completed after 1994's Northridge Earthquake!)



C) HSR & FlyAway images (below) modded x GreenLight Transit.

The future looked bright for the most-obvious LACMTA freight & passenger opportunity to reach the Harbors, after it began buying pieces of the underutilized Santa Fe Harbor Sub as intact, active, main line, & even undertook an Alternatives Analysis (AA) study (2008-2009) with Public Scoping to study its future as a whole. (At that time your reporters asked LACMTA's Consultants about the AA's incoming results; & were told they had "been hearing a lot about this mode (Electric Multiple Unit (EMU)) from the public" during the AA...!) But No!; snatching defeat from the jaws of success, LACMTA never paid MetroLink to begin -or even study- incremental upgrades for all/any part of the line, for main-line DMU/EMU passenger rail! Incredibly, the (in)decision of LACMTA was to blow off the entire Harbor Sub Study until 2028- to suffer 'the death of 1,000 cuts' (greenlighting the Crenshaw Line out of order), to leave 1,000 useless pieces.

Rather than mode-sharing this valuable right-of-way, LACMTA squandered this mid-section of the Harbor Sub by senselessly rollercoasting Crenshaw (ramping tracks up & down between at-grade & neighborhood-severing graffiti-

attracting "Chinese Walls" with solid earth fill between).

How to fix this? Redoing mode sharing on the right-of-way west of Crenshaw to LAX can still be done, though undoing LACMTA's damage will cost much more now (yet still far less than clearing new right-of-way, or tunneling)...: Returning Mainline DMU/EMU to grade, the Crenshaw Line light rail staying elevated above it on simple bridge spans (gaining free catenary supports for EMU underneath!) Then west from Century x Aviation, to get all rail riders within easy walking distance of LAX Air-gates without transfers; A) say every 3rd Light rail train (with "LAX" headsigns) would make an elevated stop or two above Century for Airtels' upper floors, then take an elevated structure inside LAX's courtyard (deleting the timewasting PeopleMover transfer)... Mainline rail takes a tunnel under Century to an open-top terminal inside LAX under its courtyard, sharing tracks with C) ElectroLink EMUs replacing most FlyAway Buses stuck in LAUS-to-LAX traffic, shared with C) Dual powered Electric+Diesel loco-hauled "Flight Liner" trains- the right-tech to replace wrong-tech "SCAG-lev" plan (1999-c.2013?) connecting SoCal airports. D) offer time-windows for 2-3 thru-cars of Amtrak Long-Distance trains at LAUS-to-LAX (Sunset Ltd., Coast Starlight, Southwest Chief)(+CalTrans' SurfLiners & Coachella trains) F) offer to bracket California High Speed Rail trains for no-transfer LAUS-to-LAX "Missing Link" service (like Heathrow's Gatwick Express, per Roger Rudick), G) offer rush-hour-proof rail-hauled Mail & Express package service (M&E) from air freighters' terminals (LAX's south side along Imperial Blvd.) to the re-purposed old Post Office Annex next to LAUS. H) Rebuild the rest of the Harbor Sub for rush-hour-proof Mainline Passenger and M&E trains, ElectroLink EMU's or pulled at commuter speeds by MetroLink... offer Pacific Harbor Lines (already off to a good start with hybrid battery locos) the South Bay, LAX-to-Ports', and M&E trains...

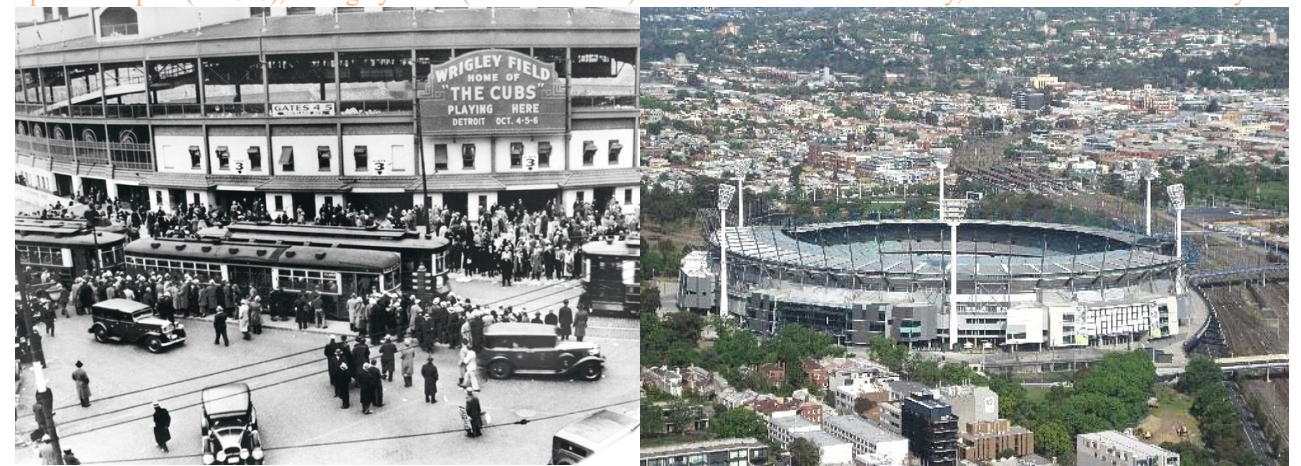
Letting Union Pacific remove an at-grade Harbor Sub diamond under the Blue Line's Slauson station, LACMTA's latest Plan for the Slauson corridor east of Crenshaw is to forever de-rail it for a bikeway... & to add insult to injury, dumped soil borings from Crenshaw's political tunnel (unwarranted by geography) + other random debris on top of Slauson's tracks! We'll map LAX/Harbor Sub-related electric railway opportunities, both wasted & waiting, in future [Timepoints](#).

What did Hollywood Park service used to look like on the LARy 5-Line? Metro's Library & Archive has ~2 dozen Alan Weeks photos:



"LATL 5 Line Car 1439 at Arbor Vitae St. Lineup" "LATL 5 Line Cars at Race Track" "Race Track Lineup Arbor Vitae"

What is SOFI supposed to look like? When mass transit access is prioritized to reach a major stadium or multi-stadium complex? 2 right answers: from Chicago (Surface Lines to the front door) (l.), & (r.) Melbourne, Australia's Cricket Ground & Sports Complex (in 2016); wide gray swath (mid.-to-lower r.) around stadiums isn't a freeway, it's a multi-track station & yard:





January 2022,

The Honorable Hilda Solis
Metro Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles CA 90012

Dear Supervisor Solis,

My name is Leonard Hamilton, Project Director for the Nevada MBDA Business Center. I am writing you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

The Nevada MBDA Business Center is funded by the Minority Business Development Agency (MBDA). We are an entrepreneurially focused and innovative organization, committed to empowering minority business enterprises for the purpose of wealth creation in minority communities. Consider the positive economic and social impact this project will have on the effected communities. It is important that disadvantaged residents share in the community development process. You can make this a reality. Nevada based MBE's would appreciate the opportunity to contribute to the development of the corridor by partnering / joint venture with local contractors.

While we understand the necessity of building this line in segments. Do not delay planning and construction, commit to building this entire project as soon as possible so we can build it and ride it. We look forward to working together to make the one-seat ride from Artesia to Union Station a reality for our community.

Leonard Hamilton
Project Director
Nevada MBDA Business Center
555 Maryland Parkway
Las Vegas Nevada 89101



Phone: 480-310-2326
Email: sbhatt@rishaank.com
Web: www.rishaank.com

January 19, 2022

The Honorable Hilda Solis
Metro Chair
Metro Board of Directors
One Gateway Plaza
Los Angeles CA 90012

Dear Supervisor Solis,

I am writing to you to express my support for the West Santa Ana Branch (WSAB) Transit Corridor Project. We ask that you move forward and approve the entire WSAB line from Artesia to Union Station. This important \$9 billion project rights a wrong that should have been addressed a long time ago, bringing Southeast Los Angeles into the Metro Urban Rail System. This 19-mile project consists of disadvantaged environmental justice communities that have suffered from neglect and desperately needs this new transit line. It serves a population that would be the second largest city in California. This is a poster project for President Biden's Justice40 program.

As the founder of Rishaank, LLC., an information technology firm based in Arizona and serving multiple states, the ongoing development of WASB Transit Corridor Project is critical. For business purposes, I have travelled public transit lines in the WASB areas and have seen firsthand the absolute dire need for the metro rail system. Once complete, and throughout development phases, there will be an increase in economic development activities, allowing for higher paid job creation, new business formation, and additional investments/cash-flow opportunities which will help improve the areas.

I am personally committed to assisting those in the areas who are underserved, underrepresented, and underprivileged with IT training and placement services, so they can contribute to the workforce development efforts with higher end salaries. I ask that you contact me at (480) 310-2326 or SBhatt@rishaank.com should you have any questions.

Kind Regards,

A handwritten signature in blue ink, appearing to read 'Sandeep N. Bhatt', is written over the typed name.

Sandeep N. Bhatt
Principal and Founder
Rishaank, LLC

2715 E. Dennisport Ave
Gilbert, Arizona 85295



MAYOR ROBERT GARCIA
CITY OF LONG BEACH

January 27, 2022

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Support for Items 9 and 10 — Recommendation to adopt motions to expedite the West Santa Ana Branch project completion

Dear Metro Board of Directors,

On behalf of the City of Long Beach, I fully support the pursuit of an accelerated construction of individual project components and accelerated funding for the locally preferred alternative for the West Santa Ana Branch (WSAB) project so that the project is complete prior to FY 33. Further, I support the completion of this project as a public-private partnership.

The West Santa Ana Branch Transit Corridor project is a 19-mile light rail transit project that will connect southeast Los Angeles County, including Long Beach via the Blue Line connection to downtown Los Angeles. As a member of the Metro Board of Directors, I was a strong proponent of this project along with Supervisor Hahn, and continue to support the project now. The West Santa Ana Branch project is a critical project for southeast Los Angeles, Long Beach and the entire region.

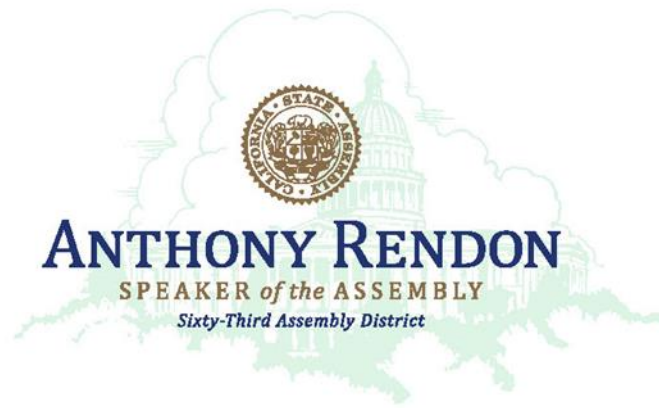
I strongly support the addition of new and sustainable forms of transportation such as this project. Mass transit in southeast Los Angeles County is critically lacking, while the need for affordable and sustainable transportation for our residents continues to grow.

As the economy recovers from the COVID-19 pandemic, it is important we re-evaluate and modernize the way in which our cities and communities are connected. I welcome the opportunities this project brings and strongly support Items 9 and 10 on today's agenda.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Garcia".

Mayor Robert Garcia
City of Long Beach



January 27, 2022

Honorable Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: West Santa Ana Branch Locally Preferred Alternative

Dear Honorable Members of the Metro Board:

I have several reasons for writing to urge passage of staff recommendation to build the Santa Ana Branch line from Artesia to Slauson.

I spent many hours on buses in the region as a young adult, trying to get ahead. My personal experience informs my conviction that the communities of Southeast LA have been neglected and are overdue for a transit line of this sort.

On top of that, I have my experience as the elected representative of these communities. I have seen how they have long been underserved in so many ways - educationally, environmentally and in transportation. I owe it to my constituents to do what I can to help them. I do that in Sacramento, but I need your help to see that this key issue is addressed.

A transit line that goes all the way downtown offers a world of new opportunities to people who are aching to take advantage of any opportunity we can provide. They need this and they deserve this.

I think for my district specifically, it is important to plan for a future state at the Rio Hondo Confluence. It is my understanding that we need to plan for that now, in order to avoid future negative impacts at the time of construction.

Finally, I want to inject my perspective as Speaker of the California Assembly. In that role, I see the entire state as my constituency. California needs this project and it needs accelerated establishment of the one-seat ride to downtown. If we are to stand a chance at stopping climate

West Santa Ana Branch

January 27, 2022

Page 2

change, it is imperative that we change our transportation norms. Not in 2043, but now. I urge that we put everything we can into this project to make it happen at the earliest possible date.

I appreciate your work on this incredibly important project.

Sincerely,

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

ANTHONY RENDON
Speaker of the Assembly

CAPITOL OFFICE
STATE CAPITOL
ROOM 5066
SACRAMENTO, CA 95814
TEL (916) 651-4032

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTY-SECOND SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL
ORGANIZATION
INSURANCE
TRANSPORTATION

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

January 26, 2022

RE: The West Santa Ana Branch Locally Preferred Alternative and Board Motion

Honorable Members of the Board:

As you know, the West Santa Ana Corridor Project (WSAB) will directly impact portions of my Senate District including the Cities of Artesia, Cerritos, Downey, and Bellflower. Since taking office in 2018, I have been working closely with each of these cities in preparation of this project's completion knowing how impactful it would be in these communities for generations to come. Indeed, for most of the past three-and-a-half-years, we had anticipated that the WSAB project would finally be able to connect our communities to downtown Los Angeles.

Today, Metro staff is recommending that the Locally Preferred Alternative (LPA) defined as the Pioneer Station (City of Artesia) to Slauson Avenue segment, be approved by the Board. I recognize that situations change, but I would be remiss if I did not express that I share in the disappointment of many of my constituents and echo the disappointment expressed by members of this very body (Board Members of the Los Angeles County Metropolitan Authority) that Metro staff did not recommend Alternative 1, Design Option 2, connecting the Pioneer Station (City of Artesia) to Union Station.

Nevertheless, I would like to express my strong support for the motion presented earlier by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (File #: 2022-0023). This motion requests that the Board adopt a policy, that the full West Santa Ana Branch project will be declared complete only when it provides a single seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail. This affirmation will send a clear signal that Metro plan to continue working with our local cities and residents to ensure full completion of the WSAB Project.

I am equally pleased that this motion requests that Metro, in partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs, and for permanent jobs to be created by the West Santa Ana Branch Project. As such, I would further request that Cerritos College become an active partner with Metro in the development and implementation of job-training workforce program.

In addition, I appreciate that this motion will also consider and assess cut-and-cover undergrounding methodology as an alternative to the at-grade/aerial bridge configuration currently proposed by Metro, particularly as it pertains to the intersection of Gridley Road and 183rd Street spanning the City of Cerritos and the City of Artesia. Separately, I would ask that as the ultimate completion of the project moves forward, that Inclusion of an optional Cerritos station to be located between Studebaker Road and Gridley Road also be considered.

A project of this nature, as we all know, can be transformative for a neighborhood. We are grateful for the work of this board, and of the Metro staff throughout this entire process and we look forward to continue working in partnership as this project moves towards ultimate completion.

Sincerely,

A handwritten signature in black ink, reading "Bob Archuleta". The signature is written in a cursive, flowing style with a large initial "B".

Senator Bob Archuleta
California State Senate, District 32



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, CA 90650-6292 • (562) 860-2451 • Fax (562) 860-1104

Office of the President

January 27, 2022

The Honorable Mayor Eric Garcetti
Chair, Metro Board of Directors
Board Secretary's Office
One Gateway
PlazaMS: 99-3-1
Los Angeles, CA 90012

RE: ITEMS 9 and 10: West Santa Ana Branch Project

Dear Mayor Garcetti:

Cerritos College strongly supports funding for the first phase and completion of the West Santa Ana Branch (WSAB) project. This critical transportation line will be one of Los Angeles County's most important transit projects to be developed this decade.

The WSAB project will be a 19-mile light-rail line, providing Southeast L.A. communities with a one-seat ride to Downtown Los Angeles from the City of Artesia. This project will traverse some of the state's lowest-income and most transit-dependent communities, including cities adjacent to Cerritos College. The WSAB's project location is nearly entirely aligned within the Cal EnviroScreen's SB 535-defined "Disadvantaged Communities."

For decades, residents in the Southeast region have been underserved by transit and heavily impacted by industrial pollution and traffic congestion. Many of our students account for the Metro customers that were surveyed prior to the start of the pandemic, which showed 75% of Metro customers are Latino and African American. Nearly 70% of Metro's customers have an annual household income of less than \$35,000 (81% with income less than \$40,000), according to the report. Furthermore, 51% of Metro customers live below the federal poverty level with a median household income of \$19,325 systemwide and only \$17,975 for bus riders.

Without delay, we urge the Metro Board of Directors to approve the motion to accelerate the WSAB project. It's time to make more progress to bring the Southeast region more high-quality transit. Our community deserves this long-overdue project to be prioritized and completed.

Please feel free to contact me with any questions or concerns at jfierro@cerritos.edu or 562-860-2451, Ext. 2204.

Sincerely,

Jose Fierro, D.V.M., Ph.D.
President/Superintendent

January 2022 RBM Comments

From: [REDACTED]

Sent: Saturday, January 22, 2022 10:01 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov

Subject: We request that the BRT drive in the current mixed flow lanes on Colorado Blvd

Dear Metro Board Members,
Councilmember Kevin de Leon,
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT staff to study and choose a third option for the BRT in Eagle Rock. We firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. The current buses drive now at 30 MPH all day.

We welcome the BRT in Eagle Rock, but it is unnecessary to create a BRT-only lane for it to drive quickly through Eagle Rock's shopping district.

The current bus lines on Colorado Blvd. are the 180, 251, 81 and Dash. Metro has GPS tracking data of all Metro buses' location and speed. Why hasn't a study been done of driving the BRT in the mixed flow lanes on Colorado Blvd.? The Community has been asking for a different option than BRT-only lanes that will cause gridlock for years. We have serious concerns about Metro's 2 current designs:

The two current Metro BRT Design Options:

"Refined F1" Option, 1-Lane Design

This Road Diet Activist created design is problematic, illogical and is mired with safety problems: It is the worst option. Why has Metro adopted a design from 8 unqualified Road Diet activists against the wishes of the majority of Eagle Rock residents and business owners?

Major Concerns:

1.) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes.

The BRT would drop passengers out of left-side doors to the center medians. The 4 other Metro bus lines will be trapped in 1-lane gridlock on Colorado Blvd, these Metro

buses are the 180, 81, 251 and DOT's Dash. These normal buses drop their passengers out of their right side door, at the current bus stops at the curb. These transit riders would see their commute dramatically slowed compared with current speeds, with a lot of stoppage in gridlock through Eagle Rock. This is not equitable.

2.) Gridlock:

One lane in each direction is not enough for the 30,000 vehicles daily, including delivery trucks, and 4 Metro bus lines. This will create gridlock all day in that one lane.

- Cars parallel parking will stop that one lane (confirmed by Brent Ogden, Kimley Horn consultant).
- Cars turning left or right would stop this one lane.
- Buses pulling right to bus stops will stop this one lane.
- Trucks will not be able to make deliveries to restaurants without blocking this lane.

3.) Loss of Parking:

Most of the businesses along Colorado Blvd. fear losing parking. The "Refined F1" Road Diet removes 1/3 of the parking. Many have said loss of parking, and 2 years of BRT construction will put them out of business, or they will close and move to a different neighborhood to avoid bankruptcy. These businesses are trying to survive after the pandemic financial losses, the City of LA and Metro should be more supportive than this.

4.) Loss of Dining Patios:

Restaurants fear losing their Al Fresco dining patios. These are helping them survive the pandemic. Per the new "Refined F1 Design", the existing bike lane will be moved to the right side of parked cars, next to the curb, replacing the current Patios. These small businesses are all locally owned. Closing their doors will be devastating for their families, employees, and it will hurt the economic health of the community.

5.) Safety Concern:

Moving the current bike lane next to the sidewalk would cause safety concerns as families coming out of restaurants or music or art lessons would have to walk across the bike lane to get their parked cars. There will be occasional fast moving bicyclists, possibly hitting unsuspecting children or adults. These bike lanes also will be right next to families eating at outdoor tables on the sidewalk.

6.) Safety Concern:

The BRT would drop passengers to the center median bus stops. This presents a myriad of safety problems for the transit riders. This may bring more jaywalking. Families on the median will be inches away from traffic. It will be difficult for the elderly or disabled to cross from the median back to the sidewalk safely.

7.) Loss of Trees:

There are dozens of mature drought-resistant trees in the medians now that would need to be cut down for BRT-only lanes. The City of Los Angeles has stopped irrigating street trees in this area because of the drought. How will any new planting get established without irrigation?

8.) Removing left turns:

Closing off most of the left turns will block families from taking children to schools or going to their homes. This will also make it inconvenient to get to shops or restaurants. Cars and trucks will have to drive a half mile further and make a U-turn to go back to their residential street or business. More U-turns will be unsafe. More driving will produce more greenhouse gas emissions.

The "F1" Option 2-Lane design

This 2-lane design also has BRT-only lanes. It takes out 2/3 of the parking spots on Colorado Blvd. This will be devastating to most businesses. The F1 also will have the same safety problems listed above in the "Refined F1" Road Diet design.

METRO,

Please DRIVE THE BRT bus in the CURRENT MIXED FLOW LANES on Colorado Blvd. This is the only option that is best for everyone - best for bus riders, best for businesses, residents, pedestrians, bike riders, and taxpayers.

It's long past time for Metro and our Representatives to start listening to their constituents and taxpayers.

Sincerely,

██████████

From: [REDACTED]

Sent: Sunday, January 23, 2022 8:07 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment: Board of Directors Regular Board Meeting (1/27/22), Agenda #9 & #10

Hello LA Metro Board members. My name is [REDACTED], and I'm a resident of the city of Downey.

Agenda Item #9:

I support LA Metro's recommendation to choose Union Station as the preferred terminus route. This should help alleviate some of the commuting congesting the West Downtown LA; now that East Downtown LA will have their own rail route (that won't require us to travel through West Downtown LA just to get to Union Station/Little Tokyo). It'll also be easier to visit Pasadena as I can quickly transfer to the L Line (Gold) more quicker (without having to wait for the A Line (Blue) train at the Willowbrook station and without having to travel through West Downtown LA).

I also want to thank LA Metro for choosing the Bellflower MSF option. It is the option that will cause the less disruption in businesses (if LA Metro chose Paramount MSF, it would have destroyed countless small businesses because the MSF would occupy the Paramount Swapment).

Agenda Item #10:

I support finding ways to accelerate the construction timeline of the project. We were originally promised that the Artesia to Downtown LA route would be completed by the 2028 LA Olympics. And accelerating the project to Downtown LA will reduce one of the biggest reasons for owning a car in Southeast LA (for quick travel to Downtown LA). So it's imperative that LA Metro continues to find ways to accelerate the Project so that it does not take till the year 2041-2043 to fully complete this project.

And I support having a bus route that can transport riders from the Slauson station to the Union Station (while the Slauson to Union rail line is being built). LA Metro can even have a stop at Little Tokyo to see if there are indeed interests for a station there in the future.

Thank you for your time.

From: [REDACTED]
Sent: Wednesday, January 26, 2022 1:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: General Comment - Metro Rail Communication

Dear LA Metro,

I intend to participate in tomorrow's monthly board meeting to share my experience this past Monday:

On Monday January 24, 2021, at approximately 6:30 pm I boarded the Expo train heading to USC at the Culver City station (National/Venice). At some point in the journey, I noticed the train going very slowly and stopping at stations with the doors open for extended periods. Just short of Western Avenue, the train stopped and started going backwards at a much faster speed than we had experienced at any time on the journey. When it stopped at the next station, I noticed it had changed sides so as to be on the westbound side. Another passenger informed me that there had been a collision between another train and a car and that eastbound trains were going as far as Western then going back and west bound trains were doing the same. My observations: 1) No announcements on the train to inform passengers of the service issue, so no opportunity to get off early and make other transportation arrangements, 2) Displays that normally state next stop and future stops were either blank or had a nonsensical (to me) status message displayed, 3) Station displays continued to show the ever helpful date and time (end of sarcasm), 4) Nothing at stations informing passengers of the service interruption. So passengers were continuing to get on trains unaware that they might not be able to get to their destinations. 5) I visited the LA Metro app on my phone after I returned home and did a travel plan from Culver City to USC and there was no information about an issue. **THIS IS UNACCEPTABLE!** This is a very new system, just a few years in place. In one of the great cities of the world. This lack of information is simply unacceptable. I submitted a comment on the Metro website. I didn't really expect a response. I was not disappointed.

It is also worth noting that on August 14, 2019 I submitted the following to the KPCC Air Talk program:

Question for Metro CEO:

I am a frequent passenger on the Expo Line. I find the electronic displays at each station really frustrating. Displaying the date and time is of minimal use/benefit to passengers. Why can't the display show the time until the next two trains can be expected at each station, just as every other light rail/railway system seems to do throughout the world?

Answer was along the lines of "yes we are aware of this and planning to do so soon."

Any updates?

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, January 26, 2022 4:47 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 11. SUBJECT: SEPULVEDA TRANSIT CORRIDOR

Item #9

Regular Board Meeting

Thu 1/27/2022

10:00 a.m.

Comments:

Add BRT (Bus Rapid Transit) corridor alternative technology to evaluate
Photos Attached - BRT Bronze Standard

Benefits - BRT Alternative

- federal 80/20 matching funds competitiveness
- 2 year planning / 2 year implementation & construction timeline
- 66% reduction in construction costs
- lifecycle cost-benefit analysis
- noise/vibration reduction impacts
- reduced PUC rail crossing/ATC (automated train control) analysis requirements
- travel time/frequency improvements - ridership impacts
- utilization for branch routes
- reduced operating/mitigation costs
- alignment flexibility choices & branch routes
- improved safety characteristics

Comment & Speakers List Board Month: January 2022

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ITEM NEEDS MORE CONSIDERATION)
1	Caller 0660	P&P #6	ITEM NEEDS MORE CONSIDERATION
2	Eric N. Schmidt	P&P #11	ITEM NEEDS MORE CONSIDERATION
3	The Hamilton Neighborhood Association	P&P #7	FOR
4	The Deforest Park Association	P&P #7	FOR
5	Nehyam Neighborhood Association	P&P #7	FOR
6	City of Long Beach	P&P #7	FOR
7	Caller 5000	P&P #7	FOR
8	Caller 6465	P&P #7	FOR
9	Caller 0901	P&P #7	ITEM NEEDS MORE CONSIDERATION
10	Caller 8721	P&P #7	FOR
11	Caller 0660	P&P #7	FOR
12	Faraz Aqil	P&P #9	FOR
13	Little Tokyo Business Association	P&P #9 & #10	FOR
14	Little Tokyo Community Council (LTCC),	P&P #9 & #10	FOR
15	Cynthia Ochoa	P&P #9 & #10	FOR
16	Maria Gutierrez	P&P #9 & #10	FOR
17	Elizabeth Loza	P&P #9 & #10	FOR
18	Jackie Ordaz	P&P #9 & #10	FOR
19	Paola Nieves	P&P #9 & #10	FOR
20	Alberto Campos	P&P #9 & #10	FOR
21	Josephina Landeros	P&P #9 & #10	FOR
22	Alicia Elias	P&P #9 & #10	FOR
23	Fryola Moreno	P&P #9 & #10	FOR
24	Daisy Huerta	P&P #9 & #10	FOR
25	Myra Tiaseca	P&P #9 & #10	FOR
26	Norma Rubio	P&P #9 & #10	FOR
27	Julia & Carlos	P&P #9 & #10	FOR
28	Jose Luis A.	P&P #9 & #10	FOR
29	L. Navarro	P&P #9 & #10	FOR
30	Antonio Rosales	P&P #9 & #10	FOR
31	Jazy Villasenor	P&P #9 & #10	FOR
32	Jose Sanchez	P&P #9 & #10	FOR
33	Luz Martinez	P&P #9 & #10	FOR
34	Margarita Saragoza	P&P #9 & #10	FOR
35	Patricia Palomino	P&P #9 & #10	FOR
36	Arlene Cortez	P&P #9 & #10	FOR
37	Luis Vargas	P&P #9 & #10	FOR
38	Juan Morales	P&P #9 & #10	FOR
39	Amador Cruz	P&P #9 & #10	FOR
40	P. Caballo	P&P #9 & #10	FOR
41	Maria Velazquez	P&P #9 & #10	FOR
42	Dina Romero	P&P #9 & #10	FOR

43	Herny Castaneda	P&P #9 & #10	FOR
44	Miriam Renteria	P&P #9 & #10	FOR
45	Maria Salazar	P&P #9 & #10	FOR
46	Andrea Rodriguez	P&P #9 & #10	FOR
47	Eloisa V.	P&P #9 & #10	FOR
48	Ana Saurez	P&P #9 & #10	FOR
49	R. Perez	P&P #9 & #10	FOR
50	Edith Selvin	P&P #9 & #10	FOR
51	Martin Acosta	P&P #9 & #10	FOR
52	Valentina Mejia	P&P #9 & #10	FOR
53	Guillermo Pinot	P&P #9 & #10	FOR
54	Patricia Carrasco	P&P #9 & #10	FOR
55	Daisy Polanco	P&P #9 & #10	FOR
56	Enrique Reyes	P&P #9 & #10	FOR
57	Katarino Velezquez	P&P #9 & #10	FOR
58	Elva Ramirez	P&P #9 & #10	FOR
59	Valeria Rosales	P&P #9 & #10	FOR
60	Marlen Bernal	P&P #9 & #10	FOR
61	Fulgencio Rodriguez	P&P #9 & #10	FOR
62	Maria Reyes	P&P #9 & #10	FOR
63	Rosa Martinez	P&P #9 & #10	FOR
64	Ema Arceo	P&P #9 & #10	FOR
65	Jose Saldivar	P&P #9 & #10	FOR
66	Jacinto Silva	P&P #9 & #10	FOR
67	Luz Ramirez	P&P #9 & #10	FOR
68	Allisson Soto	P&P #9 & #10	FOR
69	Jair Gomez	P&P #9 & #10	FOR
70	Sandra Guterrez	P&P #9 & #10	FOR
71	Maria Olivares	P&P #9 & #10	FOR
72	Rocio Castellanos	P&P #9 & #10	FOR
73	Manuela Rodriguez	P&P #9 & #10	FOR
74	Martha Peralta	P&P #9 & #10	FOR
75	Delfina Prado	P&P #9 & #10	FOR
76	Erasmo Alvarez	P&P #9 & #10	FOR
77	Eduardo Silva	P&P #9 & #10	FOR
78	Isela Monson	P&P #9 & #10	FOR
79	Lourdes Madrigal	P&P #9 & #10	FOR
80	Silvia Galvan	P&P #9 & #10	FOR
81	Margarita H.	P&P #9 & #10	FOR
82	Cristobal Marmolejo	P&P #9 & #10	FOR
83	City of Whittier	P&P #9 & #10	FOR
84	City of Bellflower	P&P #9 & #10	FOR
85	City of Cerritos	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
86	City of Downey	P&P #9 & #10	FOR
87	Pam Sebastian	P&P #9 & #10	FOR
88	A. Anthony	P&P #9 & #10	FOR
89	S. Wilcox	P&P #9 & #10	FOR
90	Patricia Garcia	P&P #9 & #10	FOR
91	Catalina M.	P&P #9 & #10	FOR
92	Brian Campbell	P&P #9 & #10	FOR
93	Aidyn Guzman	P&P #9 & #10	FOR

94	Michael Guzman	P&P #9 & #10	FOR
95	Jacob Arrega	P&P #9 & #10	FOR
96	Eda Arrega	P&P #9 & #10	FOR
97	Brenda Urias	P&P #9 & #10	FOR
98	Walter Rodriguez	P&P #9 & #10	FOR
99	Jonathan Melendez	P&P #9 & #10	FOR
100	Hazel Coto	P&P #9 & #10	FOR
101	Aaron Rodriguez	P&P #9 & #10	FOR
102	Erick Chavez	P&P #9 & #10	FOR
103	Matthew	P&P #9 & #10	FOR
104	Kenneth P.	P&P #9 & #10	FOR
105	Greg Anderson	P&P #9 & #10	FOR
106	Kevin Mok	P&P #9 & #10	FOR
107	Brian Dukat	P&P #9 & #10	FOR
108	Alez Biren	P&P #9 & #10	FOR
109	Evan Alexander	P&P #9 & #10	FOR
110	Levon	P&P #9 & #10	FOR
111	Eli S.	P&P #9 & #10	FOR
112	Owen N.	P&P #9 & #10	FOR
113	Jagger Levinson	P&P #9 & #10	FOR
114	Illegible Signature 1	P&P #9 & #10	FOR
115	Jack Kripke	P&P #9 & #10	FOR
116	Heidi Williams	P&P #9 & #10	FOR
117	Tomas Esparza	P&P #9 & #10	FOR
118	Luis Arturo	P&P #9 & #10	FOR
119	Fernando Bautista	P&P #9 & #10	FOR
120	Rodolfo Urias	P&P #9 & #10	FOR
121	Gloria Urias	P&P #9 & #10	FOR
122	Marco Hernandez	P&P #9 & #10	FOR
123	Brian Grible	P&P #9 & #10	FOR
124	Jonathan Perez	P&P #9 & #10	FOR
125	Rafael Duarte	P&P #9 & #10	FOR
126	Isaiah Silva	P&P #9 & #10	FOR
127	Tiffany K.	P&P #9 & #10	FOR
128	Chris Moncada	P&P #9 & #10	FOR
129	Cory P.	P&P #9 & #10	FOR
130	Giovanni Gonzalez	P&P #9 & #10	FOR
131	Ramon Herndandez	P&P #9 & #10	FOR
132	Ny'Jay Poston	P&P #9 & #10	FOR
133	Sebastian Garcia	P&P #9 & #10	FOR
134	Antonio Cornejo	P&P #9 & #10	FOR
135	Juan Cornejo	P&P #9 & #10	FOR
136	Joey Ezroli	P&P #9 & #10	FOR
137	Justin Sevier	P&P #9 & #10	FOR
138	Juan Arana	P&P #9 & #10	FOR
139	Cesar Estuardo	P&P #9 & #10	FOR
140	Cristian N.	P&P #9 & #10	FOR
141	Mario A.	P&P #9 & #10	FOR
142	Hansell V.	P&P #9 & #10	FOR
143	Jhosef Interiano	P&P #9 & #10	FOR
144	Bryan	P&P #9 & #10	FOR

145	Alonzo Aguirre	P&P #9 & #10	FOR
146	Illegible Signature 2	P&P #9 & #10	FOR
147	Isaac Rodriguez	P&P #9 & #10	FOR
148	Robert Resendez	P&P #9 & #10	FOR
149	Joseph Garcia	P&P #9 & #10	FOR
150	Ethan V.	P&P #9 & #10	FOR
151	Illegible Signature 3	P&P #9 & #10	FOR
152	Illegible Signature 4	P&P #9 & #10	FOR
153	Roby A.	P&P #9 & #10	FOR
154	Dorian Zambrano	P&P #9 & #10	FOR
155	Sebastian Zambrano	P&P #9 & #10	FOR
156	Victor Zambrano	P&P #9 & #10	FOR
157	Gavin Zambrano	P&P #9 & #10	FOR
158	T. Rosas	P&P #9 & #10	FOR
159	Edgar M.	P&P #9 & #10	FOR
160	Jeremy Sloss	P&P #9 & #10	FOR
161	Lucas Sloss	P&P #9 & #10	FOR
162	Raymond Purras	P&P #9 & #10	FOR
163	Ana Herrera	P&P #9 & #10	FOR
164	Mark P.	P&P #9 & #10	FOR
165	Pedro Luna	P&P #9 & #10	FOR
166	Joey Loera	P&P #9 & #10	FOR
167	Erik Cabrera	P&P #9 & #10	FOR
168	Chris Madera	P&P #9 & #10	FOR
169	Michael R.	P&P #9 & #10	FOR
170	Gary Bravo	P&P #9 & #10	FOR
171	Willie Dukes	P&P #9 & #10	FOR
172	Alvaro Vasquez	P&P #9 & #10	FOR
173	Joshua A.	P&P #9 & #10	FOR
174	Mauricio Rodriguez	P&P #9 & #10	FOR
175	Leeon Johnson	P&P #9 & #10	FOR
176	Marvin F.	P&P #9 & #10	FOR
177	Bryan Turner	P&P #9 & #10	FOR
178	Maxwell Skinner	P&P #9 & #10	FOR
179	Jasmin S.	P&P #9 & #10	FOR
180	John C.	P&P #9 & #10	FOR
181	Sergio Lopez	P&P #9 & #10	FOR
182	Vanessa Bravo	P&P #9 & #10	FOR
183	Chris Shaw	P&P #9 & #10	FOR
184	Carl M.	P&P #9 & #10	FOR
185	Collin Ricker	P&P #9 & #10	FOR
186	Jerry Enriquez	P&P #9 & #10	FOR
187	Darren Toloza	P&P #9 & #10	FOR
188	Patty W.	P&P #9 & #10	FOR
189	Javier Gonzalez	P&P #9 & #10	FOR
190	Eduardo Chavez	P&P #9 & #10	FOR
191	Nickolas Nguyen	P&P #9 & #10	FOR
192	Mennin Vo	P&P #9 & #10	FOR
193	Aaron Tran	P&P #9 & #10	FOR
194	Aaron Luong	P&P #9 & #10	FOR
195	Bryan Nguyen	P&P #9 & #10	FOR

196	David Gudino	P&P #9 & #10	FOR
197	Gilberto Casillas	P&P #9 & #10	FOR
198	William S.	P&P #9 & #10	FOR
199	Westin Julien	P&P #9 & #10	FOR
200	Harrison Smith	P&P #9 & #10	FOR
201	Erikson S.	P&P #9 & #10	FOR
202	Chris Carulin	P&P #9 & #10	FOR
203	Owen B.	P&P #9 & #10	FOR
204	Jonathan Garmot	P&P #9 & #10	FOR
205	Martha R.	P&P #9 & #10	FOR
206	David S.	P&P #9 & #10	FOR
207	Erick Villareal	P&P #9 & #10	FOR
208	Michael E.	P&P #9 & #10	FOR
209	Justin Jimenez	P&P #9 & #10	FOR
210	Saren A.	P&P #9 & #10	FOR
211	E. Gutierrez	P&P #9 & #10	FOR
212	Junior C. Guerrero	P&P #9 & #10	FOR
213	Derek M.	P&P #9 & #10	FOR
214	Chad Wong	P&P #9 & #10	FOR
215	Steve Troung	P&P #9 & #10	FOR
216	Christian De la Rosa	P&P #9 & #10	FOR
217	Tito Cardenas	P&P #9 & #10	FOR
218	Anthony Konrad	P&P #9 & #10	FOR
219	Don Pech	P&P #9 & #10	FOR
220	S. Pech	P&P #9 & #10	FOR
221	Gabriel Molina	P&P #9 & #10	FOR
222	Alex Meng	P&P #9 & #10	FOR
223	Monka Rin	P&P #9 & #10	FOR
224	Sokchea Ngov	P&P #9 & #10	FOR
225	John Pech	P&P #9 & #10	FOR
226	Joshua T.	P&P #9 & #10	FOR
227	Brandon Williams	P&P #9 & #10	FOR
228	Sat Singh	P&P #9 & #10	FOR
229	Itzel Ramirez	P&P #9 & #10	FOR
230	Jose De La Torre	P&P #9 & #10	FOR
231	Michael Ventura	P&P #9 & #10	FOR
232	Jason Cabral	P&P #9 & #10	FOR
233	Adrian Meza	P&P #9 & #10	FOR
234	Mark Gooch	P&P #9 & #10	FOR
235	P. Ventura	P&P #9 & #10	FOR
236	Joshua Arreguin	P&P #9 & #10	FOR
237	Ronnie Gomez	P&P #9 & #10	FOR
238	Isaiah Moreno	P&P #9 & #10	FOR
239	Javier Padilla	P&P #9 & #10	FOR
240	Robert Rodriguez	P&P #9 & #10	FOR
241	Joshua Melendez	P&P #9 & #10	FOR
242	Fabian Gamber	P&P #9 & #10	FOR
243	P.Melendez	P&P #9 & #10	FOR
244	David Reynoso	P&P #9 & #10	FOR
245	Devia Hawley	P&P #9 & #10	FOR
246	Joseph Caro	P&P #9 & #10	FOR

247	Adrian Sandoval	P&P #9 & #10	FOR
248	Genaro Orona	P&P #9 & #10	FOR
249	Joey Perez	P&P #9 & #10	FOR
250	Oscar Beltran	P&P #9 & #10	FOR
251	Janette Villarreal	P&P #9 & #10	FOR
252	Guillermo Lopez	P&P #9 & #10	FOR
253	Craig Cantrell	P&P #9 & #10	FOR
254	Juan Figueroa	P&P #9 & #10	FOR
255	Walter Juarez	P&P #9 & #10	FOR
256	Moises Flores	P&P #9 & #10	FOR
257	Kevin M.	P&P #9 & #10	FOR
258	Humberto P.	P&P #9 & #10	FOR
259	Andrew Molina	P&P #9 & #10	FOR
260	Osiris Chavez	P&P #9 & #10	FOR
261	Omar Chavez	P&P #9 & #10	FOR
262	Victor Virgen	P&P #9 & #10	FOR
263	Jaylen Adams	P&P #9 & #10	FOR
264	Paloma Ponce	P&P #9 & #10	FOR
265	Dominick Vargas	P&P #9 & #10	FOR
266	Mia	P&P #9 & #10	FOR
267	Mariah	P&P #9 & #10	FOR
268	Samantha V.	P&P #9 & #10	FOR
269	Damian Vargas	P&P #9 & #10	FOR
270	Reyna V.	P&P #9 & #10	FOR
271	Gonzalo Tapin	P&P #9 & #10	FOR
272	Loren Cannon	P&P #9 & #10	FOR
273	Maryann M.	P&P #9 & #10	FOR
274	Jarra M.	P&P #9 & #10	FOR
275	Daniel Lopez	P&P #9 & #10	FOR
276	Sandra L.	P&P #9 & #10	FOR
277	Jessica M.	P&P #9 & #10	FOR
278	Anthony M.	P&P #9 & #10	FOR
279	Carlos L.	P&P #9 & #10	FOR
280	Robbie Rivas	P&P #9 & #10	FOR
281	Evangelina Rodriguez	P&P #9 & #10	FOR
282	Jorge Ramirez	P&P #9 & #10	FOR
283	E. Lopez	P&P #9 & #10	FOR
284	Axel Martinez	P&P #9 & #10	FOR
285	Rudy G.	P&P #9 & #10	FOR
286	Conor Hennessey	P&P #9 & #10	FOR
287	Joseph Miranda	P&P #9 & #10	FOR
288	Aian Garcia	P&P #9 & #10	FOR
289	Nathan James	P&P #9 & #10	FOR
290	Fidel Plasencias	P&P #9 & #10	FOR
291	Carol Ewell	P&P #9 & #10	FOR
292	Robert Martinez	P&P #9 & #10	FOR
293	Carlos Soto	P&P #9 & #10	FOR
294	Jerry S.	P&P #9 & #10	FOR
295	Daniel Melendrez	P&P #9 & #10	FOR
296	Jazzlyn Cruz	P&P #9 & #10	FOR
297	Jose Aguilar	P&P #9 & #10	FOR

298	Chalino Sanchez	P&P #9 & #10	FOR
299	Franny Zamora	P&P #9 & #10	FOR
300	Edgar Ojeda	P&P #9 & #10	FOR
301	Hugo Moreno	P&P #9 & #10	FOR
302	David Z.	P&P #9 & #10	FOR
303	Carlos Figueroa	P&P #9 & #10	FOR
304	Victor H. C.	P&P #9 & #10	FOR
305	Ricardo Z.	P&P #9 & #10	FOR
306	Jerry Rodriguez	P&P #9 & #10	FOR
307	Daniel R.	P&P #9 & #10	FOR
308	Denzel Dias	P&P #9 & #10	FOR
309	Charlie Clayton	P&P #9 & #10	FOR
310	Christopher Rodriguez	P&P #9 & #10	FOR
311	Jeremiah Jackson	P&P #9 & #10	FOR
312	Andre P.	P&P #9 & #10	FOR
313	Bri North	P&P #9 & #10	FOR
314	Will Roca	P&P #9 & #10	FOR
315	Gabriel Venegas	P&P #9 & #10	FOR
316	Vincent Cantu	P&P #9 & #10	FOR
317	Rokkie Rivas	P&P #9 & #10	FOR
318	Kaden Jung	P&P #9 & #10	FOR
319	Brody Willett	P&P #9 & #10	FOR
320	Kevin Munoz	P&P #9 & #10	FOR
321	Yahir Molina	P&P #9 & #10	FOR
322	Cesar Sanchez	P&P #9 & #10	FOR
323	Edwin Martin	P&P #9 & #10	FOR
324	Justin Vasquez	P&P #9 & #10	FOR
325	Jesse Flores	P&P #9 & #10	FOR
326	Eric Flores	P&P #9 & #10	FOR
327	Jonathan Ibarra	P&P #9 & #10	FOR
328	Ignacio Garcia	P&P #9 & #10	FOR
329	Carlos Espinoza	P&P #9 & #10	FOR
330	Oscar Arias	P&P #9 & #10	FOR
331	Ethan C.	P&P #9 & #10	FOR
332	Caller 3295	P&P #9 & #10	FOR
333	Caller 6640	P&P #9 & #10	FOR
334	Caller 0311	P&P #9 & #10	FOR
335	Caller 4621	P&P #9 & #10	FOR
336	Caller 5628	P&P #9 & #10	FOR
337	Caller 9415	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
338	Caller 0660	P&P #9 & #10	FOR
339	Caller 8975	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
340	Caller 3620	P&P #9 & #10	AGAINST
341	Caller 3246	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
342	Caller 6650	P&P #9 & #10	FOR
343	Caller 0800	P&P #9 & #10	ITEM NEEDS MORE CONSIDERATION
344	LA Forward	P&P #12	FOR
345	Stop4aidan	P&P #12	FOR
346	Aztlan Athletics Foundation	P&P #12	FOR
347	Oaklawn Neighborhood Improvement	P&P #12	FOR

348	The Sequoyah School	P&P #12	FOR
349	No on 710 Actio Committee	P&P #12	FOR
350	LA County Bicycle Coalition	P&P #12	FOR
351	Day One	P&P #12	FOR
352	Latino Urban Forum	P&P #12	FOR
353	United Caltrans Tenants	P&P #12	FOR
354	South Pasadena Preservation Foundation	P&P #12	FOR
355	Michele McKinnon	P&P #13	ITEM NEEDS MORE CONSIDERATION
356	Kristine Li	P&P #13	ITEM NEEDS MORE CONSIDERATION
357	Caller 5684	FB&A GENERAL COMMENT	GENERAL COMMENT
358	Caller 3217	FB&A GENERAL COMMENT	GENERAL COMMENT
359	Carmina Calderon	OPS #20	AGAINST
360	Investing in Place	OPS #20	ITEM NEEDS MORE CONSIDERATION
361	Ground Game LA	OPS #20	ITEM NEEDS MORE CONSIDERATION
362	Move LA	OPS #20	ITEM NEEDS MORE CONSIDERATION
363	People Organized for Westside Renewal (POWER)	OPS #20	ITEM NEEDS MORE CONSIDERATION
364	The Independent Living Center of Southern California	OPS #20	ITEM NEEDS MORE CONSIDERATION
365	The Transit Coalition	OPS #20	ITEM NEEDS MORE CONSIDERATION
366	Caller 0818	OPS #20	GENERAL COMMENT
367	Caller 5801	OPS #20	GENERAL COMMENT
368	Caller 9547	OPS #20	AGAINST
369	Caller 1159	OPS #20	AGAINST
370	Caller 2727	OPS #20	AGAINST
371	Caller 0119	OPS #20	GENERAL COMMENT
372	Caller 3724	OPS #20	ITEM NEEDS MORE CONSIDERATION
373	Caller 5684	OPS #20	ITEM NEEDS MORE CONSIDERATION
374	Caller 8255	OPS #20	GENERAL COMMENT
375	Caller 8136	OPS #20	GENERAL COMMENT
376	Caller 7072	OPS #20	GENERAL COMMENT
377	Caller 5322	OPS #20	GENERAL COMMENT
378	Caller 4685	OPS #20	GENERAL COMMENT
379	Caller 8423	OPS #20	GENERAL COMMENT
380	Caller 0801	OPS #22	FOR
381	Caller 5684	OPS #22	FOR
382	Caller 5801	OPS #22	FOR
383	Rosa Gonzalez	OPS - GENERAL COMMENT	GENERAL COMMENT
384	Caller 5801	OPS - GENERAL COMMENT	GENERAL COMMENT
385	Caller 5684	CON #28	FOR
386	Caller 8423	EMC #37	ITEM NEEDS MORE CONSIDERATION
387	Caller 5801	EMC #38	ITEM NEEDS MORE CONSIDERATION
388	Caller 8255	EMC #38	ITEM NEEDS MORE CONSIDERATION
389	Caller 8927	LA SAFE #2	GENERAL COMMENT
390	Caller 7719	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
391	Caller 0660	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION

392	Caller 0626	LA SAFE #2	AGAINST
393	Caller 8631	LA SAFE #2	FOR
394	Caller 8255	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
395	Caller 1058	LA SAFE #2	ITEM NEEDS MORE CONSIDERATION
396	Caller 5801 - Bus Riders Union	RBM #3	GENERAL COMMENT
397	Caller 7719	RBM #3	GENERAL COMMENT
398	Alonso Directo Jr	RBM #4	ITEM NEEDS MORE CONSIDERATION
399	Caller 2894 - Bus Riders Union	RBM #4	GENERAL COMMENT
400	Caller 5801 - Bus Riders Union	RBM #4	GENERAL COMMENT
401	Caller 0660	RBM #4	GENERAL COMMENT
402	Caller 7719	RBM #4	GENERAL COMMENT
403	Caller 5065	RBM #4	ITEM NEEDS MORE CONSIDERATION
404	City of Paramount	RBM #9 & #10	FOR
405	City of Bellflower	RBM #9 & #10	FOR
406	City of Southgate	RBM #9 & #10	FOR
407	Oneva	RBM #9 & #10	FOR
408	SoCal Corporate Growth Partners	RBM #9 & #10	FOR
409	City of Cudahy	RBM #9 & #10	FOR
410	City of Cerritos	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
411	Move LA	RBM #9 & #10	FOR
412	Assemblymember Lisa Calderon	RBM #9 & #10	FOR
413	City of Bell	RBM #9 & #10	FOR
414	Congresswoman Lucille Roybal-Allard	RBM #9 & #10	FOR
415	City of Maywood	RBM #9 & #10	FOR
416	EcoRapid Transit	RBM #9 & #10	FOR
417	City of Artesia	RBM #9 & #10	FOR
418	Senator Lena A. Gonzalez	RBM #9 & #10	FOR
419	John Ulloth	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
420	Nevada MBDA Business Center	RBM #9 & #10	FOR
421	Rishaank	RBM #9 & #10	FOR
422	City of Long Beach - Mayor Garcia	RBM #9 & #10	FOR
423	Speaker of the Assembly, Anthony Rendon	RBM #9 & #10	FOR
424	Senator Bob Archuleta	RBM #9 & #10	FOR (#10)
425	Cerritos Community College District	RBM #9 & #10	FOR
426	Faraz Aqil	RBM #9 & #10	FOR
427	Caller 9655	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
428	Caller 9417	RBM #9 & #10	AGAINST
429	Caller 9967	RBM #9 & #10	FOR
430	Caller 9357	RBM #9 & #10	FOR
431	Caller 0241	RBM #9 & #10	FOR
432	Caller 6650	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
433	Caller 0800	RBM #9 & #10	FOR
434	Caller 0737	RBM #9 & #10	FOR
435	Caller 8972	RBM #9 & #10	ITEM NEEDS MORE CONSIDERATION
436	Caller 7912	RBM #9 & #10	FOR
437	Mark Jolles	RBM #11	ITEM NEEDS MORE CONSIDERATION
438	Caller 5801 - Bus Riders Union	RBM #25	FOR
439	University of Southern California	RBM #28	FOR

440	Caller 0818	RBM #42	AGAINST
441	Caller 5833	RBM #42	ITEM NEEDS MORE CONSIDERATION
442	Caller 2727	RBM #42	ITEM NEEDS MORE CONSIDERATION
443	Caller 4685	RBM #42	AGAINST
444	Caller 3217	RBM #42	AGAINST
445	Caller 4668	RBM #42	ITEM NEEDS MORE CONSIDERATION
446	Caller 5801 - Bus Riders Union	RBM #42	ITEM NEEDS MORE CONSIDERATION
447	Caller 4389	RBM #42	ITEM NEEDS MORE CONSIDERATION
448	Caller 2894 - Bus Riders Union	RBM #42	AGAINST
449	Caller 1444	RBM #42	AGAINST
450	Caller 8600	RBM #42	ITEM NEEDS MORE CONSIDERATION
451	Caller 3216	RBM #42	AGAINST
452	Caller 0362	RBM #42	AGAINST
453	Caller 8255	RBM #42	AGAINST
454	Caller 5684	RBM #42	ITEM NEEDS MORE CONSIDERATION
455	Caller 0660	RBM #42	AGAINST
456	Caller 8972	RBM #42	ITEM NEEDS MORE CONSIDERATION
457	Move LA	RBM #43	ITEM NEEDS MORE CONSIDERATION
458	Caller 6394	RBM #43	GENERAL COMMENT
459	Caller 5684 - Move LA	RBM #43	ITEM NEEDS MORE CONSIDERATION
460	Caller 0660	RBM #43	ITEM NEEDS MORE CONSIDERATION
461	Caller 5065	RBM #44	ITEM NEEDS MORE CONSIDERATION
462	Caller 3217	RBM #44	ITEM NEEDS MORE CONSIDERATION
463	Caller 5801	RBM #44	ITEM NEEDS MORE CONSIDERATION
464	Caller 0818	RBM #44	ITEM NEEDS MORE CONSIDERATION
465	Caller 4967	RBM GENERAL COMMENT	GENERAL COMMENT
466	Caller 5801	RBM GENERAL COMMENT	GENERAL COMMENT
467	Caller 8663	RBM GENERAL COMMENT	GENERAL COMMENT
468	Caller 3185	RBM GENERAL COMMENT	GENERAL COMMENT
469	Caller 3217	RBM GENERAL COMMENT	GENERAL COMMENT
470	Caller 5065	RBM GENERAL COMMENT	GENERAL COMMENT



MINUTES

Thursday, January 27, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Hilda L. Solis, Chair
Ara Najarian, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:24 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 11, 16, 17, 18, 21, 28, 29, 30, 31, 33, 35 and 40.

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

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y

2. SUBJECT: MINUTES

2022-0041

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held December 2, 2021.

3. SUBJECT: REMARKS BY THE CHAIR

2022-0035

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	A	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2022-0036

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	P	P	A	P	P	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HM = H. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

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

**5. SUBJECT: ALAMEDA STREET MOBILITY PROJECT STUDY
REPORT/PROJECT DEVELOPMENT SUPPORT**

2021-0620

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award and execute a 12-month firm fixed price Task Order AE75285-5433000 under Countywide Planning and Development Bench Contract No. PS54330006 to Jacobs Engineering Group, Inc. for the Alameda Street Mobility Project Study Report/Project Development Report (PSR-PDS) in an amount of \$1,119,015.68. Board approval of task order award is subject to resolution of all property submitted protest(s), if any.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	C	A	Y	Y	Y	Y	Y	C	Y	Y

**6. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM
SEMI-ANNUAL UPDATE**

2021-0712

APPROVED ON CONSENT CALENDAR:

A. \$103,609,000 in additional programming within the capacity of the Measure R Highway Subregional Programs and funding changes via the updated project list shown in Attachment A for:

- I-405, I-110, I-105, SR-91 Interchange Improvements (South Bay)
- I-605 Corridor "Hot Spots" Interchange Improvements in Gateway Cities
- I-710 South Local Streets and Community-Benefiting Early action projects in Gateway Cities.

B. APPROVED deobligation of \$250,000 of previously approved Measure R Highway Subregional Program funds for re-allocation to the MR306.05 - I-710 Integrated Corridor Management project.

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

7. SUBJECT: MEASURE R HIGHWAY SUBREGIONAL PROGRAM MOTION **2022-0024**

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Mitchell, and Dutra that the Board direct the Chief Executive Officer to:

- A. Provide no less than \$1 million for air filtration installation for homes and businesses located within 750 feet of the SR-91 Atlantic to Cherry EB Aux Lane Project; and
- B. Ensure funding for at least a two-to-one replacement for all 174 trees being removed, which would mean at least 348 replacement trees to be provided as part of the Project.

8. SUBJECT: LOS ANGELES UNION STATION STRATEGIC ADVISOR **2021-0621**

AUTHORIZED the Chief Executive Officer (CEO) to award and execute a two-year base period Contract No. PS76262000 with Morgner Construction Management for the Los Angeles Union Station Strategic Advisor in the amount not to exceed \$805,464.50 with three, one-year options for as-needed advisory services, in the amounts of \$46,306.75, \$47,696.25, and \$49,126.77 respectively, for a total amount of \$948,594.27, subject to resolution of all properly submitted protest(s) if any.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	C	A/C	Y	C	C	Y	Y	Y	Y	Y

9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT **2021-0724**

APPROVED:

- A. the Los Angeles Union Station (LAUS) as the terminus for the 19.3-mile West Santa Ana Branch (WSAB) Project; and
- B. the Locally Preferred Alternative (LPA) as Slauson/A Line (Blue) to Pioneer Station with the Maintenance and Storage Facility located in the City of Bellflower; and
- C. accelerating the Slauson/A Line to LAUS segment before Measure M Expenditure Plan FY 41-43 by:

(continued on next page)

(Item 9 – continued from previous page)

- Identifying a cost-effective alignment route in lieu of the all-grade separated configuration currently assumed for the Slauson/A Line (Blue) to Union Station segment;
 - Reengaging the community to best define a project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses;
 - Preparing a separate environmental document for this segment; and
- D. identifying interim bus connections to connect Slauson/A Line to Union Station, as part of the Slauson/A Line to LAUS Segment study.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y

10. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

2022-0023

APPROVED Motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra that the Board adopt as policy that the full West Santa Ana Branch project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to Los Angeles Union Station via rail.

In order to ensure this full completion of the West Santa Ana Branch, WE FURTHER MOVE that the Board direct the CEO to:

- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:

(continued on next page)

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- a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
 - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
- a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
 - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;

(continued on next page)

(Item 10 – continued from previous page)

- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,
- H. Report back to the Board in April 2022 with updates on all of the above items.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y

11. SUBJECT: SEPULVEDA TRANSIT CORRIDOR 2021-0710

AUTHORIZED ON CONSENT CALENAR the Chief Executive Officer (CEO) to execute Modification No. 2 to Contract No. AE67085000, Sepulveda Transit Corridor Environmental Review and Conceptual Engineering, with HTA Partners, a joint venture between HNTB Corporation, Terry A. Hayes Associates Inc., and AECOM Technical Services, Inc., in the amount of \$4,723,199 to include additional environmental review, increasing the total contract value from \$48,304,067 to \$53,027,266.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	A/C	Y	C	Y	Y	Y	C	C	Y

16. SUBJECT: DIFFERENTIAL ASSEMBLY 2021-0744

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, firm fixed price Contract No. MA77508000 to The Aftermarket Parts Company LLC, the lowest responsive and responsible bidder for Differential Assembly. The Contract one-year base amount is for \$1,056,098 inclusive of sales tax, and the one-year option amount is \$1,087,782, inclusive of sales tax, for a total contract amount of \$2,143,880, subject to resolution of protest(s), if any.

17. SUBJECT: CALIPER ASSEMBLIES - DISC BRAKES 2021-0750

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA79065000 to American Moving Parts, the lowest responsive and responsible bidder for Various Calipers Assemblies - Disc Brakes inclusive of a one-year base period in the amount of \$1,000,333.36, and a one-year option in the amount of \$1,000,333.37, for a total two-year contract in the amount of \$2,000,666.73, including sales tax, subject to resolution of protest(s), if any.

18. SUBJECT: ENTERPRISE ASSET MANAGEMENT SYSTEM 2021-0660

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a sole-source, firm fixed price Contract No. PS77453000 to Bentley Systems, Inc. for the Enterprise Asset Management System (EAMS) Bentley Implementation Services, in the amount of \$2,743,395 for the 36-month base term.

21. SUBJECT: METRO'S HOMELESS OUTREACH & ENGAGEMENT - AMENDMENT NO. 5 TO THE LETTER OF AGREEMENT WITH THE COUNTY DEPARTMENT OF HEALTH SERVICES (DHS) 2021-0803

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Amendment Number 5 (Amendment No. 5) to the Letter of Agreement for Multidisciplinary Street-based Engagement Services with the County Department of Health Services (DHS) to include additional funding in the amount of \$1,470,000 for the extension of the emergency-shelter program funding through June 30, 2022.

25. SUBJECT: STATUS UPDATE OF MOTION 40: ELECTRIFICATION OF THE J (SILVER) LINE AND METRO'S FLEET 2021-0588

RECEIVED AND FILED response to Motion 40: Electrification of the J (Silver) Line and Metro's Fleet.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	A	P	P	P	P	P	P	P	P	P	P

28. SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT 2021-0785

APPROVED ON CONSENT CALENDAR:

- A. a life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$115,989,173; and
- B. AUTHORIZED the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

29. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT 2021-0678

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 27 to Contract No. AE58083E0129 with Gannett Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for the updates to the preliminary engineering design and reports, in the amount of \$2,939,638, increasing the total Contract amount from \$75,419,893 to \$78,359,531.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	C	Y	A	C	Y	Y	Y	Y	Y	Y	Y

30. SUBJECT: ENVIRONMENTAL CAPITAL CONSTRUCTION SUPPORT 2021-0772

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD and EXECUTE a bench Contract for Environmental Capital Construction Support services for a three (3) year base period through RFP No. AE79441, with the following firms determined capable to perform the services: Arcadis U.S., Inc. Atlas Technical Consultants LLC. Burns and McDonnell Engineering Company, Inc. ERM West, Inc. Kleinfelder, Inc. Polytechnique Environmental, Inc. TRC Solutions, Inc. on issued Task Orders, within an overall not-to-exceed amount of \$82,650,000 and with a one year option of \$1,650,000 for option year 1 and \$1,600,000 for option year 2 if these options are exercised, subject to the resolution of any properly submitted protest; and
- B. AWARD and EXECUTE individual Contract Work Orders and Task Orders within the total approved not-to-exceed funding limit of \$82,650,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A/C	Y	C	Y	Y	Y	Y	Y	Y

31. SUBJECT: STATE ROUTE 71 (SR-71) IMPROVEMENTS (SOUTH SEGMENT): UPGRADE 1.8 MILES OF THE EXISTING EXPRESSWAY TO A 6-LANE FWY BETWEEN MISSION BLVD AND LOS ANGELES/SAN BERNARDINO COUNTY LINE 2021-0776

AUTHORIZED ON CONSENT CALENDAR Contract Modification No. 17 (CCO 17) for payment to the California Department of Transportation (Caltrans) for the construction contract of South Segment of the SR-71 Improvements Project between Mission Blvd and Los Angeles/San Bernardino County Line (The Project) in an amount not to exceed \$4.5 million within the overall corridor Life of Project (LOP) budget.

33. SUBJECT: FUNDING AGREEMENTS FOR THE SAFE, CLEAN WATER 2021-0764 PROGRAM (MEASURE W) GRANT

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or her designee to:

- A. EXECUTE the terms and conditions of the \$34,515,458.00 Safe, Clean Water (SCW) Program grant awarded to Metro for the Metro G Line (Orange) Water Infiltration and Quality Project by the Los Angeles County SCW Regional Infrastructure Program; and
- B. NEGOTIATE and EXECUTE the terms and conditions of a cost sharing agreement with the Los Angeles Department of Water and Power (LADWP) to contribute \$11,088,000.00 towards the project.

35. SUBJECT: LONG-TERM ADVERTISING - CULVER CITY STATION 2021-0783

APPROVED ON CONSENT CALENDAR a long-term advertising purchase, up to 12 months, at Culver City Station from HBO, generating up to \$400,000 plus, estimated net revenues for Metro. This is not a title sponsorship, and will not affect Culver City Station's title nor the adjacent private property's title, Ivy Station.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	C	Y	Y

40. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING 2022-0043

APPROVED ON CONSENT CALENDAR the following findings:

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

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

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

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

41. SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT **2022-0044**

CARRIED OVER: RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

42. SUBJECT: ORAL REPORT ON OPERATIONS PROPOSED TEMPORARY SERVICE REDUCTION **2022-0045**

RECEIVED oral report on Operations Proposed Temporary Service Reduction

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
P	P	A	P	A	P	P	P	A	P	P	P	P

43. SUBJECT: OPERATIONS TRANSPARENCY AND SAFEGUARDING MOTION **2022-0050**

APPROVED Motion by Directors Mitchell, Solis, Bonin, and Garcetti that direct the CEO to:

- A. Set a goal to return to full bus service levels no later than June 2022;
- B. Assume full bus service levels in the FY23 budget;
- C. Report back in 30 days on:
 - 1. Clear metrics for how Metro will determine its readiness to return to 7 million revenue service hours;
 - 2. Cancellation data by line and division dating back to the September 2021 service update, including geographic trends in cancellations such as, disparities between Equity Focus Communities and non-equity focus communities and division differences;
 - 3. A methodology for service deployment that prioritizes NextGen Tier 1 lines and lines serving Equity Focus Communities, as well as other emergency service options;
- D. Report back in 60 days with recommendations for improving operator retention and division shortages, including but not limited to:

(continued on next page)

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1. A plan to meet the mental health and wellness needs of current operators and other frontline workers, particularly those who have been victims of assault while on assignment;
 2. Incentives to effectuate the prioritization of NextGen Tier 1 lines and lines serving Equity Focus Communities for bus service;
 3. Recommendations to streamline and retain operators through the training process; and
- E. Report back monthly on scheduled versus actual service during the temporary service reduction period, with detail by line, division, and effect on Equity-Focus Communities; and steps to ensure cancellation data continues to be made publicly available data.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	A	Y	Y	Y	A	Y	Y	Y	Y

44. SUBJECT: PROVIDING CRITICAL MENTAL HEALTHCARE AND CONNECTIONS TO HOUSING ON METRO'S TRANSIT SYSTEM MOTION

2022-0049

APPROVED Motion by Directors Solis, Hahn, Sandoval, and Garcetti that direct the CEO to:

- A. Immediately partner with the County to deploy the County's Multidisciplinary Homeless Outreach Teams (MDT) in collaboration with PATH, to conduct outreach to unhoused and high acuity individuals at the Cesar Chavez Transit Pavilion and throughout the Metro transit system. MDTs should work in partnership with additional County and City resources including but not limited to MET, MEU HOPE, HOST, PSAC, and DMH's Alternative Crisis Response teams including PMRT, LET, and HOME teams.
- B. Direct the CEO to immediately begin work with the Los Angeles County Chief Executive Office and DMH to conduct an assessment of the crisis response deployment on our Metro system with recommendations on how to best deploy available resources;
- C. Delegate authority to the CEO, or her designee, to work with the Los Angeles County Chief Executive Office and DMH to finalize the agreement pursuant to the Los Angeles County Board of Supervisors' October 19, 2021 motion to expand the Alternative Crisis Response program to provide services on Metro; and

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D. Report back in February and March 2022 with progress updates on the above directives.

WE FURTHER MOVE that the Board direct the CEO to return in March 2022 with recommendations to memorialize the life of Sandra Shells at the Cesar Chavez Transit Pavilion and to develop the plan in partnership with Ms. Shells' family, loved ones, and coworkers.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

45. SUBJECT: CLOSED SESSION

2022-0042

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

1. Wajeha Bilal v. LACMTA, Case No. 20STCV16059

AUTHORIZED settlement in the sum of \$1,000,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

2. Miriam Lemus v. LACMTA, Case No. BC722508

AUTHORIZED settlement in the sum of \$220,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

3. Viviana Rebollar v. LACMTA, Case No. BC693172

AUTHORIZED settlement in the sum of \$325,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

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4. Jess Reynolds v. LACMTA, Case No. 20STCV24819

AUTHORIZED settlement in the sum of \$735,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HM	TS	HS
Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	Y

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

NO REPORT.

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

Agency Representative: Patrice McElroy/Teyanna Williams or designee
Employee Organization: SMART

NO REPORT.


D. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Titles: Chief Executive Officer, General Counsel, Board Clerk,
Chief Ethics Officer, Inspector General

NO REPORT.

ADJOURNED AT 5:11 P.M. IN MEMORY OF JEFFREY PARKER, DANA GABBARD, AND SANDRA SHELLS.

Prepared by: Jessica Vasquez Gamez
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2021-0746, **File Type:** Program

Agenda Number: 5.

**PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 16, 2022**

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Inter-program borrowing and programming of additional \$3,000,000 from the Las Virgenes/Malibu Subregion’s Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation, Transit, and Tech Program (Expenditure Line 56), as shown in Attachment A;
2. Programming of additional \$1,950,000 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Las Virgenes/Malibu Subregion and implementing agencies to revise the scope of work and schedule and amend project budgets.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2024-25. The Board’s approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2019, the Metro Board of Directors approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation/Transit/Tech Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff provided annual updates to the Board in February 2020 and March 2021.

DISCUSSION

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, e.g., project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project funding agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2023-24 and beyond, Metro accepted a high level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the COG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include \$4,950,000 in additional programming for one new and funding adjustments for six existing projects.

Active Transportation/Transit/Tech Program (expenditure line 56)

This update includes funding adjustments to four existing projects and program of one new project as follows:

Calabasas

- Deobligate all \$1,987,335 from MM4401.04 - Old Town Parkway Improvements - Park Granada to City Limits. The City requested the deobligated funds to be reallocated to another project.
- Program an additional \$1,987,335 and reprogram previously approved funds for MM4401.11 - Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II). Funds are programmed as follows: \$175,000 in FY 2020-21; \$3,380,585 in FY 2021-22; \$3,160,000 in FY 2022-23 and \$1,785,000 in FY 2023-24. The funds will be used to complete Plans Specification and Estimates (PS&E) and construction phases of the project.

Westlake Village

- Program \$3,000,000 in FY 2024-25 for MM4401.12 - Lakeview Canyon Road Pedestrian Safety Improvements. The funds will be used to complete Project Approval/Environmental Document (PAED), PS&E and construction phases of the project.

LA County

- Reprogram \$875,000 as follows: \$35,245 in FY 20, \$150,000 in FY22, \$100,000 in FY 23, \$220,000 in FY 24 and \$369,755 in FY 25 for MM4401.09 - Malibu Canyon Road Bridge Replacement. The funds will be used to complete the PS&E and construction phases of the project.
- Reprogram \$400,000 as follows: \$20,000 in FY 19, \$10,000 in FY 20, \$20,000 in FY 21, \$60,000 in FY 22, \$40,000 in FY 23, \$220,000 in FY 24 and \$30,000 in FY 25 for MM4401.10 - Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica). The funds will be used to complete the PS&E and construction phases of the project.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustment to two existing projects as follows:

Agoura Hills

- Merge projects MM5503.02 and MM5503.07 to Kanan Road Corridor Project and reprogram previously approved funds as follows: \$330,595 in FY 2021-22; \$426,000 in FY 2022-23; \$1,200,000 in FY 2023-24 and \$3,356,898 in FY 2024-25. The funds will be used to complete the Project Study Report (PSR), environmental, PS&E and construction phases of the project.

LA County

- Program an additional \$1,950,000 in FY 2024-25 for MM5503.09 - Agoura Hills and Westlake Village Intelligent Transportation System project. The funds will be used to complete the PS&E and construction phases of the project.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2021-22, \$7.11 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401) and \$1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% which is not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village and adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion. The report seeks board approval to fund eligible Measure M MSP project. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines during the eligibility review process, cities provide documentation that demonstrates community support, project need, and transportation benefits. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency independently and in coordination with the subregion undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and lead the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Las Virgenes/Malibu Subregion. This is not recommended as the proposed projects were developed by the Las Virgenes/Malibu Subregion in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

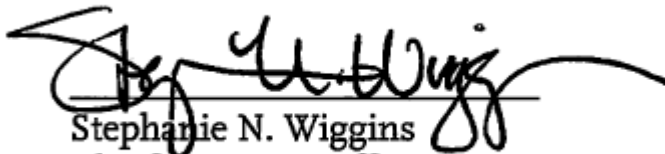
Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Program/project updates will be provided to the board annually.

ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Project List
Attachment B - Highway Efficiency Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY2020-21	FY 2021-22	FY2022-23	FY2023-24	FY 2024-25		
1	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction		\$ 3,156,164		\$ 3,156,164	\$ 5,000	\$ 1,045,000	\$ 1,191,341	\$ 914,823				
2	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP)	PS&E ROW Construction		2,200,000		2,200,000		100,000	\$ 2,100,000					
3	Calabasas	MM4401.04	Old Town Parkway Improvements - Park Granada to City Limits	PS&E Construction	Deob	1,987,335	(1,987,335)	-								
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits	PS&E Construction	chg	6,513,250	1,987,335	8,500,585		175,000	3,380,585	3,160,000	1,785,000			
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219		683,219	41,915	118,238	523,066					
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction		3,500,000		3,500,000		3,500,000						
7	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Complete	4,452,678		4,452,678	4,452,678							
8	Westlake Village	MM4401.08	Lindero Sidewalk Extension - Thousand Oaks Blvd to Via Colinas	PS&E ROW		2,378,247		2,378,247		1,175,023	1,203,224					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements *	PAED PS&E Construction	new	-	3,000,000	3,000,000						3,000,000		
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction	chg	875,000		875,000	35,245		150,000	100,000	220,000	369,755		
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction	chg	400,000		400,000	30,000	20,000	60,000	40,000	220,000	30,000		
Total Programming Amount								\$ 26,145,893	\$ 3,000,000	\$ 29,145,893	\$ 4,564,838	\$ 6,133,261	\$ 8,608,216	\$ 4,214,823	\$ 2,225,000	\$ 3,399,755

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

Las Virgenes/Malibu Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

	Agency	Project ID #	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years	FY2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
1	Agoura Hills	MM5503.01	U.S 101/Palo Comado Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange	PS&E Construction		\$ 8,195,436		\$ 8,195,436	\$ 8,195,436					
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor (MR311.14)	PSR Env PS&E Construction	chg	5,313,493		5,313,493			330,595	426,000	1,200,000	3,356,898
3	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		4,500,000		4,500,000		190,000	1,300,000	3,010,000		
4	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements	PS&E, ROW Construction		1,215,652		1,215,652		249,247	966,405			
5	Malibu	MM5503.04	Malibu Park and Ride Lots	ROW	Complete	3,100,000		3,100,000	3,100,000					
6	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		2,000,000		2,000,000			150,000	150,000	1,700,000	
7	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		1,500,000		1,500,000	125,000	700,000	475,000	200,000		
8	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System *	PS&E Construction	chg	430,000	1,950,000	2,380,000					430,000	1,950,000
Total Programming Amount						\$ 26,254,581	\$1,950,000	\$ 28,204,581	\$11,420,436	\$ 1,139,247	\$ 3,222,000	\$ 3,786,000	\$ 3,330,000	\$ 5,306,898

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.



Board Report

File #: 2021-0753, File Type: Contract

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE FEBRUARY 16, 2022

SUBJECT: SYSTEMWIDE BICYCLE PARKING PROGRAM IMPROVEMENTS AND CAPITAL UPGRADES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

ISSUE

In September 2018, the Metro Board put forth a motion (Attachment D) to assess the Secure Bicycle Parking Program (Program) and evaluate opportunities to improve access through changes to its management practices and/or increasing capacity at high-demand locations. The motion directed the CEO to inventory existing secure bike parking facilities, assess demand for additional secure bike parking, evaluate alternative rental models, and identify locations that could be good candidates for future bike parking.

Staff conducted an internal review of the Program and issued the Secure Bicycle Parking Program Assessment Report (Assessment Report). The Assessment Report evaluated existing conditions, parking utilization and demand, safety and security challenges, and the existing business model (Attachment C). An update was provided to the System Safety, Security and Operations Committee in February 2019 (2018-0792) The purpose of this board report is to introduce the new proposed Program and seek approval for the contract to implement the Program.

BACKGROUND

Existing Program

Metro's current bicycle parking consists of bicycle racks, lockers, and bicycle hubs. Bicycle racks are located at each station along the transit corridors, are free of charge, and are currently the only daily bicycle parking option. Bicycle lockers are available at 57 stations and rented on a 6-month subscription basis. Bicycle lockers are fully subscribed and long waitlists are applied for anyone wishing to occupy a locker; however, daily utilization of the bicycle lockers is very low. Metro Bike

Hubs are located at five stations, offer membership-only parking, and are also currently underutilized. Bicycle theft has seen an increase over the last three years, causing parking concerns for many patrons.

Secure Bicycle Parking Program Assessment Report

The Assessment Report provided to the board in February 2019 focused on assets, accessibility, auditing, and availability as some major challenges. Below are some highlighted findings from the Report:

- The current subscription rate for lockers is above 80%, while the daily utilization of the lockers is below 20%. Metro Bike Hubs are very much underutilized at below 10%.
- Secure bicycle parking is currently only offered through subscriptions and requires a pre-registration process. Daily parking options and immediate on-site subscriptions are not currently available and is a deterrent to potential one-off or non-recurring users.
- Bicycle theft has increased systemwide. However, actively monitoring hubs and identifying when breaches occur can help curb some security challenges.
- Reporting and reconciliation are challenging as the master spreadsheet is updated with data from multiple bicycle locker payment system reports. The reports are not comprehensive and are not account based.
- The current locker program is labor intensive with physical keys that require rekeying and physical collection/delivery of keys when a subscriber cancels and the locker transitions to another user.

The new Program offers solutions to the challenges identified in the Report.

DISCUSSION

Surveys

Subsequent to the Assessment Report, staff conducted surveys with bicycle locker subscribers and patrons on the program wait list. This survey provided information on what the program needed to encourage Metro patrons to use bicycle parking infrastructure. It also helped guide the direction of the design for the new Program.

Some key findings from the survey are:

- 79% of current monthly renters and 88% of patrons on the wait list would utilize daily use lockers
- 73% of current monthly renters and 83% of patrons on the wait list [would] use the bicycle lockers more than 11 days per month

- Only 22% of current monthly renters are traveling to farther stations because of lack of availability of bicycle lockers at their home station
- 73% of patrons on the wait list have been waiting over six months

Overall, the survey results have suggested that Metro retain the bicycle locker program as lockers are overwhelmingly the preferred bicycle parking option for renters and patrons on the waitlist. Daily use bicycle lockers, which will create turnovers, are a popular option for Metro patrons and require capital investment for upgrades.

Staff also consulted with other municipalities, transit agencies, universities, equipment providers and Metro internal departments to gather best practices and lessons learned.

Research/Best Practices

Staff consulted with and researched similar agencies and local bicycle coalitions to gather best practices and lessons learned with their respective bicycle parking programs. Many agencies shared similar challenges to the ones that Metro is facing. However, common goals are ease of use, daily parking, and equitable options. The City of Vancouver eliminated its pre-registration process for the communal bicycle parking areas and experienced an increase in utilization. UCLA staff demonstrated their solution of daily parking and cash acceptance options for bicycle locker use. Bicycle coalitions also expressed their wish list for the program, which included daily parking options in secured areas.

Goals

Goals for the newly developed Program are as follows:

- Offer a variety of parking options through daily and monthly parking,
- Increase locker utilization,
- Reduce and/or eliminate rental wait lists,
- Improve security, and
- Offer secure daily parking without pre-registration

Proposed New Program

The new Program concept shall use a pricing and transit patron focus to manage demand and to balance the high demand bicycle lockers with the low demand bicycle hubs. Key considerations for the new Program include:

- Offer free secured parking at Metro Bike Hubs until demand reaches a designated threshold before a very modest pricing policy is implemented.
- Create a pricing policy for daily and monthly parking for bicycle lockers (where demand is already high) to promote the turnover of underutilized lockers and create availability for new active users.
- Remove pre-registration. Simple identification and contact information can be processed on-site through a digital kiosk. This on-site kiosk will allow more patrons to park bikes at a moment's notice rather than having to research how to use a hub, pre-register, or wait to gain

access to a bike locker.

- Transition bicycle lockers from a mechanical keyed system to a digital keyless system, offering daily locker options to those patrons that prefer to promptly park in lockers and removing the physical coordination of keys and rekeying. The new bicycle lockers will also have an option for patrons who do not use credit cards or smartphones, allowing more patrons to access the preferred parking method.
- Where possible, bicycle lockers will be placed inside bicycle shelters or Metro Bike Hubs to offer more secure parking options. The newly developed shelters will be equipped with monitoring equipment and will be actively monitored while occupants are inside the bicycle shelters. This concept provides a proactive response to suspicious activity, reduces theft, and provides a secure bicycle parking environment.

Other Program Benefits

Other benefits of the new Program include parking guidance system capabilities and online account management capability. Once implementation of the new Program begins, Metro will have the ability to broadcast available bicycle parking spaces to patrons through websites and mobile apps. Patrons will be able to know what option of bicycle parking is available at each station before leaving for their commute.

The new customer management portal will allow patrons to manage their accounts online, with various payment methods and locker reservations. Staff will be able to accurately reconcile revenue and have usage data available to manage the program and make business decisions properly.

DETERMINATION OF SAFETY IMPACT

The Program will not create any safety impacts. All contractors and subcontractors are required to attend Metro Safety Training prior to working at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

The Program will be funded through local funds, capital budgets and annual operational budgets. The total estimated project cost is \$6,094,458, including five years of annual operating costs. Future years of operating costs will be budgeted through the annual operating budget.

Impact to Budget

The source of funds for this action will be local funds including Measure M 2% Active Transportation funds.

EQUITY PLATFORM

This Program aligns with Metro's equity platform. Staff conducted cyclist surveys and consulted

bicycle coalition groups to learn what the communities wanted and needed. The Program goals were shaped by those wants and needs.

Bicycle locker locations have remained at the same stations since the program's inception. Staff has reviewed each station and placement of current bicycle lockers and has determined the need for additional locker locations. Under the new program, bicycle parking will be offered to communities that have not previously had access to equitable parking options. Bicycle lockers will also have a payment option for patrons who do not have or choose not to use credit cards or smartphones.

Metro Bike Hubs and bicycle shelters will be free to utilize, offering many patrons a secured bicycle parking option when arriving at the station. This parking option will no longer require a pre-registration process and can be accessed once on-site, making this parking available to anyone that chooses to park in the secured area.

Additionally, on-site kiosks and the mobile app are capable to be translated into the seven required languages: Armenian, Chinese (simplified and traditional), Japanese, Korean, Russian, Spanish, and Vietnamese. This will allow for multilingual transactions and benefit marginalized communities with limited English proficiency. Overall, the Program will be more inclusive, allowing more patrons who need to rely on bicycle transportation to park at the stations. More bicycle parking options will be available at more transit corridor stations across the system.

Lastly, the Diversity and Economic Opportunity Department (DEOD) established a 6% Small Business Enterprise (SBE) and 3% Disabled Veterans Business Enterprise (DVBE) goal for this solicitation. The proposed Contractor team, a Small Business Prime, exceeded the goal by making a 68.76% SBE commitment and 4% DVBE commitment.

Metro's Workforce Initiative Now - Los Angeles (WIN-LA) program is applicable to this professional services contract. This is the first contract in which WIN-LA provisions were successfully part of the solicitation process. As part of their proposal, the proposed Contractor has committed to allocate 10% of the contract total wages and benefits to the creation of jobs and employment opportunities for WIN-LA participants.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro facilities and stations will support:

- a. Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Providing daily bicycle parking will enable cyclists that once relied on vehicles to transition to their bicycle for commuting.
- b. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Updating bicycle parking and making it available to all patrons adds to the user experience and makes it easier for patrons to access transportations.
- c. Goal 3: Enhance communities and lives through mobility and access to opportunity. Secure bicycle parking options will be expanded to communities that previously did not have these options available.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract for Metro's Secure Bicycle Parking Program.. This is not recommended as the Program needs to be updated in order to offer more robust and secure parking options for Metro patrons. The award of this contract is necessary to update the bicycle parking program to meet the new program and agency goals.

NEXT STEPS

Upon approval by the Board, staff will negotiate and execute Contract No. PS78889000 with eLock Technologies, LLC for bicycle parking equipment and services to implement the Bicycle Parking Program.

Program planning and scheduling is intended to start at contract award with the implementation of the Program anticipated to start in FY23 Q1.

After the capital upgrade and proof of concept, Staff will also assess the potential expansion of the program based on the bicycle parking demand at both new and existing transit stations.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Attachment C - Secure Bicycle Parking Program Assessment Report

Attachment D - Board Motion Item 22 September 20, 2018

Prepared by: Stacie Endler, Manager, TDM Programs, (213) 922-2538

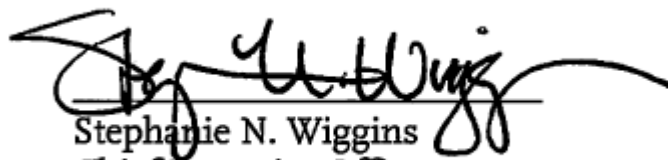
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BICYCLE PARKING PROGRAM FOR BICYCLE LOCKERS
AND SHELTERS/PS78889000

1.	Contract Number: PS78889000	
2.	Recommended Vendor: eLock Technologies LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 2, 2021	
	B. Advertised/Publicized: September 2, 2021	
	C. Pre-Proposal Conference: September 9, 2021	
	D. Proposals Due: November 1, 2021	
	E. Pre-Qualification Completed: December 20, 2021	
	F. Conflict of Interest Form Submitted to Ethics: November 3, 2021	
	G. Protest Period End Date: February 22, 2022	
5.	Solicitations Picked up/Downloaded: 20	Bids/Proposals Received: 5
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Stacie Endler	Telephone Number: (213) 922-7506

A. Procurement Background

This Board Action is to approve Contract No. PS78889000 in support of the Bicycle Parking Program for Bicycle Lockers and Shelters. The Contractor shall complete replace, install and/or upgrade bicycle lockers to a keyless locker system including a management software system, mobile application, payment kiosks, bike shelter access controls, and monitoring equipment and services. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with an SBE goal of 6% and a 3% DVBE goal.

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

- Amendment No. 1, issued on September 27, 2021, extended the proposal due date.

A virtual pre-proposal conference was held on September 9, 2021, attended by 11 participants representing 10 firms. A total of 44 questions were asked and responses were released prior to the proposal due date.

A total of 20 firms downloaded the RFP and were included in the planholders list. A total of five proposals were received on November 1, 2021 from the following firms:

- Cole Ticket Solutions Inc.
- eLock Technologies LLC
- eLock Technologies LLC (alternate solution)
- Somnium Group & InsaneLab
- Tranzito (Bike Hub)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning Department was convened and conducted a comprehensive technical evaluation of the proposals received.

All proposals were evaluated based on the following evaluation criteria and weights:

- | | |
|---|------------|
| • Proposal Requirements | 30 percent |
| • Technical Ability | 30 percent |
| • Innovations/Enhancements | 20 percent |
| • Workforce Initiative Now – Los Angeles (WIN-LA) | 2 percent |
| • Cost | 18 percent |

Several factors were considered when developing these weights, giving the greatest importance to meeting the proposal requirements and technical ability. The PET evaluated the proposals according to the pre-established evaluation criteria.

During the period of November 2 to December 13, 2021, the PET members independently evaluated and scored the technical proposals. The PET agreed that the final ranking of proposals scored eLock Technologies LLC’s proposal as the highest scored. The PET concluded that eLock Technologies LLC’s proposal presented technical ability and met proposal requirements.

Qualifications Summary of Firms within the Competitive Range:

eLock Technologies LLC

eLock Technologies, LLC provided adequate information to demonstrate their understanding and ability to perform the work described in the RFP. eLock Technologies, LLC has outlined in their proposal how the program goals will be accomplished. They have proposed solutions for improved security, equitable parking options, increased locker utilization, reduction/elimination of locker rental waiting lists, access controlled daily parking without pre-registration, keyless locker rentals, enforceable bicycle parking, and occupancy utilization and broadcast parking availability.

eLock Technologies LLC (alternative solution)

eLock Technologies, LLC provided adequate information to demonstrate their understanding and ability to perform the work described in the RFP. In their alternative solution proposal, eLock Technologies, LLC provided enhanced features that went above the requirements described in the RFP.

Cole Ticket Solutions Inc.

Cole Ticket Solutions Inc. (CTS) proposed acceptable solutions to all program goals listed in the RFP. Technical solutions described in the proposal, such as mobile application and integration capabilities, were thoroughly described. CTS solutions provided general solutions for other project goals which created many clarification needs. CTS proposed providing a solution once all its vendors come together and development is outlined and completed.

Tranzito (Bike Hub)

BikeHub demonstrated thorough solutions for security and technical integration goals. BikeHub did not present an equitable solution for bike locker rentals as it did not offer a cash option to rent bicycle lockers. The business model presented in the proposal did not meet the model as described in the RFP. The proposed solution kept the program as exclusive by offering membership packages where the RFP asked for a more inclusive business model.

Somnium Group & InsaneLab

Somnium Group & InsaneLab (Somnium) provided technical solutions for many of the project goals. Mobile application, access control, and third party integrations were adequately described in the proposal. However, Somnium did not address several aspects in their proposal. A locker vendor for locker replacements and new purchases were not included, nor were solutions for several innovations and/or enhancements, causing the proposal to fall short of RFP requirements.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	eLock Technologies LLC				
3	Proposal Requirements	88.67	30.00%	26.60	
4	Technical Ability	96.00	30.00%	28.80	
5	Innovations/Enhancements	93.35	20.00%	18.67	
6	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
7	Cost	74.56	18.00%	13.42	
8	Total		100.00%	89.49	1
9	eLock Technologies LLC (alternate solution)				
10	Proposal Requirements	97.33	30.00%	29.20	
11	Technical Ability	95.33	30.00%	28.60	
12	Innovations/Enhancements	92.50	20.00%	18.50	
13	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
14	Cost	54.56	18.00%	9.82	
15	Total		100.00%	88.12	2
16	Cole Ticket Solutions Inc.				
17	Proposal Requirements	85.33	30.00%	25.60	
18	Technical Ability	78.67	30.00%	23.60	
19	Innovations/Enhancements	75.85	20.00%	15.17	
20	Workforce Initiative Now – Los Angeles (WIN-LA)	50.00	2.00%	1.00	
21	Cost	100.00	18.00%	18.00	
22	Total		100.00%	83.37	3
23	Tranzito (Bike Hub)				
24	Proposal Requirements	69.33	30.00%	20.80	
25	Technical Ability	83.33	30.00%	25.00	
26	Innovations/Enhancements	90.00	20.00%	18.00	
27	Workforce Initiative Now – Los Angeles (WIN-LA)	50.00	2.00%	1.00	
28	Cost	38.94	18.00%	7.01	
29	Total		100.00%	71.81	4

30	Somnium Group & InsaneLab				
31	Proposal Requirements	30.00	30.00%	9.00	
32	Technical Ability	67.33	30.00%	20.20	
33	Innovations/Enhancements	5.00	20.00%	1.00	
34	Workforce Initiative Now – Los Angeles (WIN-LA)	100.00	2.00%	2.00	
35	Cost	74.28	18.00%	13.37	
36	Total		100.00%	45.57	5

C. Cost Analysis

The recommended price of \$6,094,458 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager’s technical analysis, a cost analysis, fact finding, and negotiations.

The negotiated amount includes eLock Technologies equitable bicycle locker solution, from the alternate proposal, which enables cash paying customers to rent lockers. Metro has incorporated this recommendation into the overall solution to better meet project goals.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	eLock Technologies	\$5,341,937	\$6,375,926	\$6,094,458
2.	eLock Technologies (alternative solution)	\$7,296,979	\$6,375,926	N/A
3.	Cole Ticket Solutions Inc.	\$3,982,741	\$6,375,926	N/A
4.	Tranzito (Bike Hub)	\$10,231,805	\$6,375,926	N/A
5.	Somnium Group & InsaneLab	\$5,362,520	\$6,375,926	N/A

D. Background on Recommended Contractor

The recommended firm, eLock Technologies LLC is a Berkeley, California-based design, manufacturing, service, and technology company focused on electronic bicycle parking systems for municipalities and transit agencies, established in 1998.

eLock Technologies LLC is the largest supplier of eLockers and bike parking access control kiosks. Clients range from municipalities and agencies throughout California,

such as Bay Rapid Area Transit (BART), Valley Transportation Authority (VTA), San Diego Association of Governments (SANDAG), Caltrain and others in the Pacific Northwest.

The assigned Project Manager has worked for 5 years at eLock and has a total of 21 years of experience managing communications and logistics for complex projects. The overall experience of the team is vast as key personnel have coordinated first-response for bike locker users, installed and maintained electronic bike lockers and Bike Shelter kiosks for over a decade.

DEOD SUMMARY

BICYCLE PARKING PROGRAM / PS78889000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 6% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. eLock Technologies, a Small Business Prime, exceeded the goal by making a 68.76% SBE commitment and 4% DVBE commitment.

Small Business Goal	6% SBE 3% DVBE	Small Business Commitment	68.76% SBE 4% DVBE
----------------------------	---------------------------	----------------------------------	-------------------------------

	SBE Subcontractor	% Committed
1.	eLock Technologies (SBE Prime)	68.76%
	Total SBE Commitment	68.76%

	DVBE Subcontractor	% Committed
1.	O.E.M. Precision	4%
	Total DVBE Commitment	4%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will 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.

E. Workforce Initiative Now – Los Angeles (WIN-LA)

Metro's Workforce Initiative Now- Los Angeles (WIN-LA) program is applicable on this professional services contract. This is the first contract in which WIN-LA provisions were successfully part of the solicitation process. As part of their proposal, the Contractor has committed to allocate 10% of the contract total wages and benefits to the creation of jobs and employment opportunities for WIN-LA participants.



Metro

Los Angeles County
Metropolitan Transportation Authority

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Secure Bicycle Parking

Program Assessment Report

Prepared By:
Parking Management





Background

In July 2018, Parking Management and Shared Mobility assumed responsibility for the operation of the Secure Bicycle Parking Program (“Program”). This Program manages secure bicycle parking lockers and bicycle hubs at many of Los Angeles Metro’s transit stations. As Metro expands its transit network and makes mobility across LA County more feasible without an automobile, an increase in bicycle use to access stations is anticipated. LA Metro encourages using alternative modes of transportation to access transit stations and it is necessary to provide a safe and secure place to park bicycles. This assessment outlines the conditions of the Program as they exist today and recommendations for improvements both in the interim and for the longer term. Due to the urgency of the situation, rather than solicit and procure a consultant, staff performed this assessment internally to evaluate the state of the program.

Existing Conditions

Facilities

Today, there are three different types of bicycle parking facilities that LA Metro offers across the transit system.

1. Traditional bicycle rack
 - The standard traditional bicycle rack is free of charge for transit patrons. They are available on a first come first served basis and require the user to provide and utilize their own locking mechanisms.
2. Bicycle Locker
 - These are metal container like boxes that users can store their bicycles for a fee. These are rented out in six month increments for a cost of \$24, or \$48 for the year. They have keyed access control and require a \$50 deposit from the user to ensure key return at the end of the agreement.
3. Bicycle Hub
 - These are secure indoor facilities where bicycle parking is offered for a fee. The bicycle hub facilities offer controlled access in which, staff is available during



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certain hours to assist with repairs and purchasing of bicycle accessories. Pricing options range from \$5 for a seven day pass, \$12 a month, or \$60 a year. These are typically located at stations with extremely high demand.

The traditional bicycle rack is offered virtually at every station. However, being that it is the least secure of LA Metro’s parking options, where demand warrants, one of the other two types of secured bicycle parking is offered.



Utilization and Demand

Demand for secure bicycle parking is on the rise. As mobility evolves in LA County, more and more users are turning to bicycles as a mode of accessing Metro transit stations. For stations with current or projected high demand, bicycle hubs are Metro’s present solution. Since not



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every station has the demand that warrants the operation of a large bicycle parking facility like a bicycle hub, bicycle lockers serve as the key secure alternative to the traditional bicycle rack.

Current demand for bicycle lockers is high. Currently, lockers are deployed at 53 stations across the transit system, spanning each of Metro’s transit lines. Total number of lockers deployed at each station varies according to demand and the availability of suitable real estate in and around the station to place them due to their large footprint. Therefore the demand generates waitlists at these locations, exceeding 100% of the total available lockers at many stations. Many stations do not have real estate available for additional lockers, limiting the ability to increase capacity when warranted.

Although the subscription rate of bicycle lockers is high, averaging nearly 80% across all transit lines, actual utilization of lockers on a daily basis is relatively low. On average, less than 20% of lockers are utilized for bicycle storage during peak transit hours, resulting in many rented lockers sitting vacant due to their infrequent use.

Bicycle Locker Utilization					
Line	Station	# Lockers	Waitlisted	Demand %	Avg. Utilization
Green	Norwalk	32	37	115.63%	21.88%
Green	Lakewood	12	20	166.67%	68.06%
Red	North Hollywood	52	140	269.23%	13.46%
Red	Universal City	32	30	93.75%	4.17%
Gold	APU/Citrus	24	48	200.00%	24.31%
Gold	Memorial Park	16	16	100.00%	5.21%
Expo	Bundy	16	66	412.50%	3.13%
Expo	La Cienega/Jefferson	24	64	266.67%	23.61%
Blue	Wardlow	16	26	162.50%	23.96%

Bicycle Locker Demand					
Transit Line	# Lockers	# Rented	Rented %	Waitlisted	Demand +/-
Blue	38	34	89.47%	65	171.05%
Expo	136	129	94.85%	569	418.38%



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Gold	220	165	75.00%	279	126.82%
Green	110	75	68.18%	181	164.55%
Orange	159	96	60.38%	31	19.50%
Purple	16	14	87.50%	55	343.75%
Red	134	95	70.90%	163	121.64%
Silver	16	9	56.25%	8	50.00%

*waitlists accepted even at stations without lockers

Safety and Security

For many, secure bicycle parking gives a sense of convenience and assurance that their bicycle is secure, permitting them to ride Metro without having to take their bicycle on their commute. However, there are many challenges to ensuring the safety and security of bicycles within the secure bicycle program.

1. Theft and Break-Ins

One of the initial challenges faced by staff within weeks of assuming administration of bicycle locker operations, were a string of break-ins that occurred across the system, mainly during the overnight hour. At various locations and on multiple occasions, thieves were able to access and remove bicycles from the lockers. Customers affected appeared to have been utilizing the lockers as a storage for their bicycles rather than for daily use as first/last mile option. Staff explored the possibility of retrofitting the lockers to further secure them, however the retrofit was ultimately unsuccessful as they too were breached. Bicycle hubs have also experienced similar security challenges as thieves were able to disengage door locking mechanisms at facilities, gaining access to bicycles secured on the racks. Reinforced and upgraded secure access controls which corrected the issue.

2. Line of Sight and Secure Bicycle Parking Placement

Being able to maintain a line of sight is an important factor in bicycle parking security. At several of the stations affected by break-ins, the line of sight was a key issue identified as



contributing to theft occurrences. In order to mitigate the incidence of theft, bicycle lockers need to be placed in highly trafficked areas, close to the station entrance and in view of dedicated security cameras. However, due to the relatively large footprint of the infrastructure, bicycle lockers are often placed where space is available, outside the ideal line of sight or in ‘dead space,’ to maintain a clear path of travel. How they are arranged also matters. Doors of lockers should be visible from all angles and never arranged in ways that create blind spots that can be hidden behind. Ideally, where there is opportunity to place lockers in high pedestrian traffic areas such as heavy rail mezzanines, this should be considered.

3. Security Cameras and CCTV

While bicycle lockers may be within visual range of security cameras, they may not always be the primary purpose for positioning them. This means if secure bicycle parking happens to fall within the visual frame of station security cameras; it may not be the principal focus of those cameras. Thus, if thieves do not see localized, visible cameras pointing at a locker, the ability to deter the break in is reduced. Bicycle hubs are well covered with security cameras and are a good example of using cameras to deter. Inside hubs, not only are cameras visible, but so are monitors displaying the video of those cameras.

4. Secure Access Control

Secured bicycle parking is dependent on controlling access by providing the customer with an electronic key card or a standard key. This is what makes the Program Plaza more secure from the standard bicycle rack, in which the customer provides their own locking mechanism.

Currently, to acquire and access a bicycle locker, the customer must register online before they are provided a physical key to open their assigned locker. A \$50 deposit is required for the key and refunded upon its return. These keys are stored in a large bag and are verified by program staff as to whether they work on which locker. The process of cancelling the locker involves the customer mailing the key back and staff traveling on-site to check the locker to verify the key still works. Once verified, the deposit is refunded to the customer. The



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management of the key system is cumbersome and poorly tracked at best because each step is extremely manual and prone to inaccuracies.

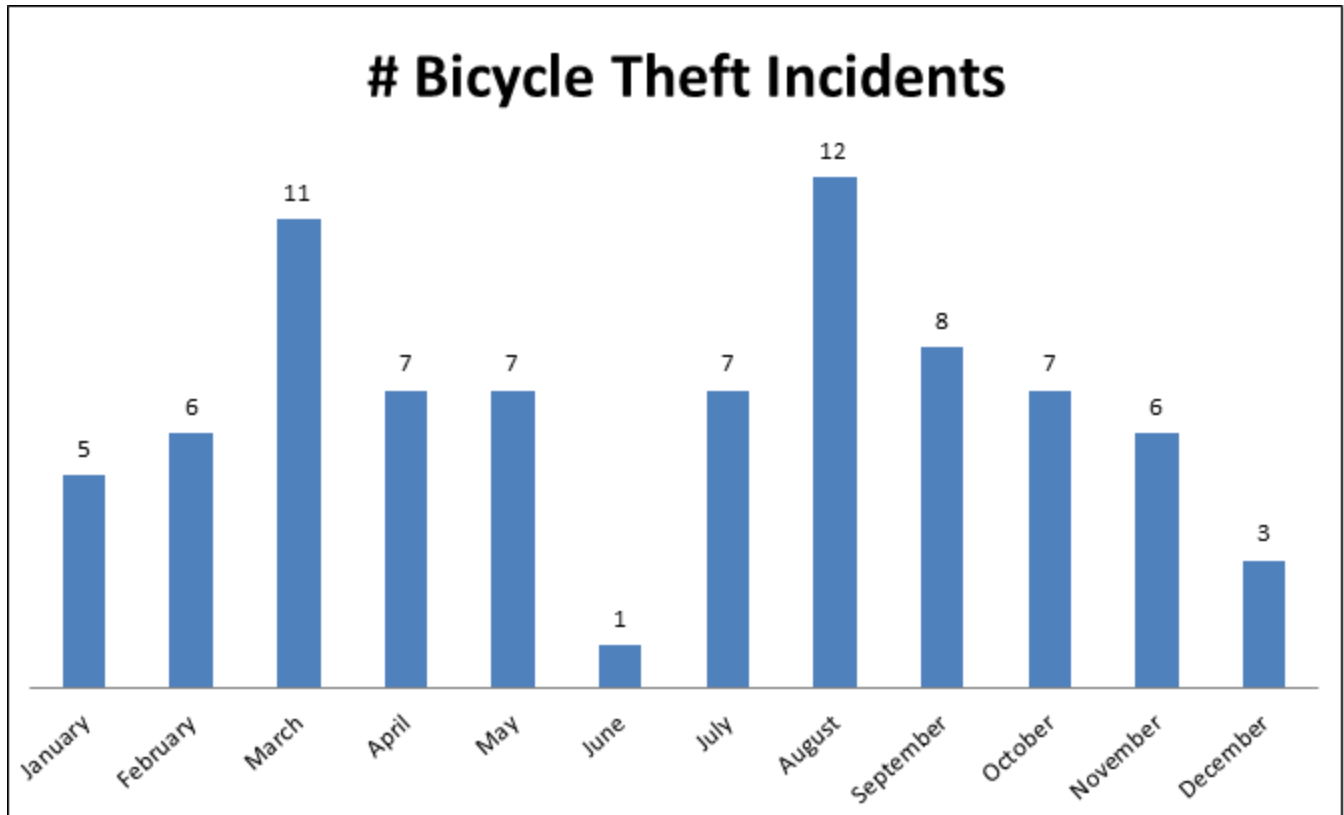
5. Patrols and Stings

Providing safe and secure bicycle parking is important for Metro, but when it comes to life versus property, life is always more important. Program staff works with Transit Security and law enforcement that patrol and provide enforcement for stations. Sting operations where bicycles are left unattended are designed to attract thieves and have been successful, but may not always lead to capturing the perpetrators, nor do they fully deter the behaviors from happening again. The ability to patrol bicycle lockers proactively also depends on other types of criminal activity occurring in the system as crimes against persons take priority over theft of property.

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
Blue	-	-	-	1	-	-	1	1	-	1	-	-	4
Expo	1	1	5	2	1	1	4	9	6	4	4	-	38
Gold	1	-	2	-	-	-	1	1	2	1	1	-	9
Green	-	-	-	2	2	-	-	-	-	-	-	-	4
Orange	-	4	1	1	3	-	1	-	-	-	-	2	12
Red	2	1	3	1	1	-	-	-	-	-	1	1	10
Silver	1	-	-	-	-	-	-	1	-	1	-	-	3

*The table depicts the number of reported bicycle theft incidents per transit line by month

**December incidents based on incidents reported to customer service as KPI from security not yet available



Business Model

The current business model for secure bicycle parking is a prepaid or recurring model whereas customers of bicycle hubs have several choices including weekly, monthly, and annual options. The current bicycle locker program offers a bi-annual payment model with auto renewals every six months. A major focus of this report is to assess whether or not the models in place for operating secure bicycle parking are appropriate and facilitate utilization. On the surface, seeing high rental rates at stations gives the impression that the program is successful and operating efficiently. However, the security issues that have been identified during the transition of the program, has made clear that the model itself is exacerbating some of the security concerns, especially within the bicycle locker program. Although bicycle lockers rentals are nearly at capacity, the actual utilization of those lockers is below 20%. On a daily basis, many bicycle lockers are used by customers as long term storage rather than as a first/last mile connection. That fact alone has led to an increase in theft issues across the



system. Thieves have targeted bicycles that are being left overnight and on the weekends, which typically are those of users who store their bicycles.

The six month rental model is inexpensive and automatically renews at the end of the term. Many renters may not remember they have a rental agreement, or they may not mind the \$24 charge every six months just to secure the locker in case they need it. Waitlists are long for bicycle lockers at many stations, so those lucky enough to obtain a locker hold on to them as long as possible. The current model offers no incentive for utilization or to promote turnover.

Recommendations

Staff recommends overhauling the bicycle locker program in order to increase utilization and to make bicycle parking more secure for the everyday user. In order to increase utilization, the Program must promote and incentivize turnover and incorporate new facility types where demand warrants. Four critical components were driving forces in developing recommendations for improving the Secure Bicycle Parking program: (1) the business model, (2) increasing utilization, (3) security, and (4) increasing facility options for secure bicycle parking.

In the process of performing this assessment and subsequent recommendations, Metro consulted with program managers of the bicycle program for Bay Area Rapid Transit (BART) in San Francisco who recently piloted a new bicycle parking program at their stations. Metro also consulted Metro Transit Security and Los Angeles Police Department (LAPD) regarding security of the bicycle locker program and the challenges the program has faced. Both Transit Security and LAPD are supportive of revamping the bicycle locker program to improve security elements.

Removal/Relocation of Current Lockers

Staff recommends removing or relocating lockers from stations that have lowest rental rates and highest security issues including poor line of sight. Metro has asked customers to vacate bicycle lockers at several stations due to on-going security concerns until alternative solutions



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can be put into place such as placing lockers in closer proximity to the station to reduce bicycle theft and encourage higher utilization.

Daily Use Business Model

Changing the prepaid monthly model to one that is for daily use and eliminating monthly bicycle locker rentals all together would greatly increase utilization and reduce security issues. This new model, on a first come first served basis, would promote turnover and encourage users to utilize the secure bicycle parking facilities on a daily basis, reducing the number of bicycles brought on Metro. In consultation with program managers from BART, the daily use model has increased utilization of their program substantially. BART's pricing model is .05 cents per hour and accelerates after 10 hours to encourage removal of the bicycle. Staff recommends a similar pricing model to yield a similar outcome. This pricing strategy is anticipated to reduce bicycle thefts by eliminating long term storage of bicycles all together.

New Technology & Facility Type

Staff recommends the creation of a service option that is between Bicycle Hubs and Bicycle Lockers that take up less of a footprint at stations than the current program. For example, a hybrid, scaled down version of Bicycle Hubs would be designed with an enclosed area with secure bicycle parking that allows for increased capacity and improved line of sight. This area could be fenced in with TAP card access control, allowing only transit users into the area to securely park their bicycle. Inside the fenced in facility, staff recommends placing newly procured secure bicycle racks which are of similar footprint to standardized racks, but utilize technology to secure the bicycle rather than a user's own locking mechanism. This can be done via smartphone or kiosk. Staff will continue evaluating multiple options for secure bicycle parking and deploying the ideal solution for each station. The current bicycle locker program operates under a 'one size fits all' type of program, which is ineffective. Space availability, station security, and bicycle parking demand all factor in determining the right solution. Adding a new facility type would increase capacity at some locations that do not have the space to add additional lockers by better utilizing the space that is available.



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Daily Use Bicycle Lockers

Where feasible, lockers that can be rented daily on a first come first served basis would be deployed so long as the placement meets or exceeds line of sight recommendations. New daily lockers would be outfitted with digital locking technology which can be accessed at a kiosk or by smartphone. This would eliminate program inefficiencies such as key exchanges and reduce the amount of maintenance required when a renter vacates their locker and Metro has to re-core it. Daily rates would be established to encourage users to remove their bicycles each day, promoting turnover and increasing availability of secure bicycle parking for all who need it. A key area where the current program falls short is the siting of lockers. Daily lockers should only be placed at stations that have positive line of sight from highly trafficked areas to ensure lockers are not tampered with. Staff does not recommend that there be a one to one replacement of the current lockers in the system as space availability is essential in determining the correct solution for the station. Based on conversations with BART, retrofitting current lockers is not recommended, especially if the current locker type has been compromised. Metro retrofitted added security elements to lockers that were compromised, but they too were breached. Other options, such as secure bicycle racks, should be considered as an alternative for secure bicycle parking when space is limited. Bicycle Hubs will continue to be the option deployed for high demand locations where Metro has retail space and funding.

Access Controls and Security Cameras

Staff recommends that secure bicycle parking be located at stations that have fixed cameras for monitoring bicycle parking assets. These cameras should be visible and in close proximity to the secure bicycle facility and act as a deterrent to theft. Relocation of lockers in coordination with security to provide better coverage is recommended. Implementing access controls wherever possible will add an additional layer for secure bicycle parking and to identify those using the facility which will aid in investigating bicycle thefts.

Interim Improvements and Next Steps

Staff will work on incorporating and implementing a daily use option as part of its billing model to increase utilization at bicycle hubs and within the locker program. Metro will



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explore the potential for a daily locker rental pilot program at stations with higher demand and secure space to place them. Staff will begin scope of work and consult with BART regarding their recent pilot program.

The bicycle locker program will be overhauled and evaluated station by station. Staff will evaluate station siting at all locations and remove lockers from areas that have had security issues, but replace with an alternative secure parking solution. Staff will also perform outreach and engage the bicycle community for input on improving the secure bicycle parking program.

An unsolicited proposal for a technologically advanced secure bicycle rack is currently underway with procurement. These bicycle racks use advanced technology by way of a digital locking mechanism that secures both the bicycle tires and bicycle frame. The footprint of the digital rack is smaller than bicycle lockers and takes up about the same space as a traditional bicycle rack. Metro will implement this new rack at 5 stations beginning in July 2019. Upon success of this rack, Metro will expand to 10 stations. These racks should be used as an alternative to bicycle lockers where space is limited or security warrants.

MOTION BY:

DIRECTORS BONIN, SOLIS, AND GARCIA

MTA Operations, Safety, & Customer Experience Committee Item 22

September 20, 2018

Secure Bike Parking at Metro Stations

The provision of secure bicycle parking at Metro Stations is an integral component of Metro's First Last Mile Strategic Plan. According to Metro's 2017 rider survey, four percent of Metro Rail customers and two percent of Metro Bus customers arrive at their station or stop by biking. Eighteen percent of Metro Rail customers report regularly bringing a bicycle on board a train for some of their trips. Half of people who drive to Metro stations live within biking distance. Metro was an early adopter of bike lockers at its rail and BRT stations, with lockers now available for rent throughout the system. More recently, Metro has constructed large capacity Bike Hubs at major transit stations, including El Monte Bus Station, Union Station, and Hollywood/Vine. The newest Bike Hub will open later this fall at the Culver City Expo Line Station. These facilities represent a major investment in first/last mile access and reduce the need for riders to carry bikes on crowded trains and buses.

Although the expansion of Bike Hubs is a critical step forward, the majority of secure bike parking is still provided by the bike locker program, which remains oversubscribed. Wait lists for lockers at some stations exceed 50 people, representing a barrier to transit use for a significant number of people. However, the lockers are leased to one individual for 6-month terms, meaning that on any given day it may sit empty. At the same time, there are no secure bike parking options for casual riders or people with irregular commute patterns.

Metro has successfully adopted best management practices in its parking program to assess demand and manage inventory for maximum public benefit. Metro should similarly evaluate its bike parking program to assess opportunities to improve access to secure parking through changes to its

management practices and/or increasing capacity at high-demand locations.

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Inventory existing secure bike parking facilities;
- B. Assess demand for additional secure bike parking, including wait lists for bike lockers, utilization of existing bike racks, reports of bike theft, and the availability of alternative first/last mile options, such as bike share;
- C. Evaluate alternative rental models for bike lockers used by other transit agencies, including hourly or daily rentals;
- D. Identify high-demand locations that could be good candidates for future Bike Hubs;
- E. Evaluate interim steps that can be taken to deter theft at existing bike parking, such as lighting, surveillance cameras, targeted enforcement, etc.;
- F. Report back to the Board with the above information in February 2019.

###



Systemwide
Bicycle Parking
Program
Improvements
and Capital
Upgrades

February 16, 2022

Planning & Programming Committee

Legistar File #: 2021-0753

Issue & Background

ACTION

Authorize the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

BACKGROUND

- September 2018 board motion for staff to assess Secure Bicycle Parking Program and provide recommendations for improvements
- Secure Bicycle Parking Program Assessment Report finalized in February 2019
 - Bicycle lockers are highly rented (>80%), underutilized (<20%), and present a long waitlist (>6 months)
 - Bike Hubs are underutilized (<10%) and offer parking on a membership-only basis
 - Systemwide increased bicycle theft
 - Labor intensive with physical keys

Research & New Goals

- **Staff conducted surveys with bicycle locker subscribers and wait list patrons**
 - Most would use daily lockers
 - Utilization would be higher if lockers were available
 - Lockers are preferred method of bicycle parking
- **Consulted with similar agencies and bicycle coalitions for feedback on program**
 - Similar goals of ease of use, daily parking, and equitable options
- **Developed new goals for our program**

 - Offer a variety of bicycles parking options through daily and monthly parking

 - Increase locker utilization

 - Reduce and/or eliminate rental wait lists

 - Improve security

 - Offer secure daily parking without pre-registration

New Program

Manage demand through pricing policy

- Free secured bicycle parking at Metro Bike Hubs until demand reaches threshold
- Pricing policy for bicycle lockers that promotes turnover or underutilized lockers

Remove pre-registration

- ID and contact information can be processed on-site through a digital kiosk
- No waiting to gain access to a bike hub

Transition lockers from keys to a digital keyless system

Monitoring program

- Quality camera and two-way speaker system
- Actively monitored while occupied
- Lockers to be placed inside hubs, where possible



Above: eLock Technologies Lockers, as seen at UCLA – Metro Bike Lockers Retrofit with Digital Upgrades and Daily Parking Option

Upper right: Metro Bike Hubs – Access & Monitoring Control, and Management System Upgrades

Lower right: Remote Monitoring Control & Customer Service Center



Equity & Procurement Process

- New bicycle parking options offered to communities that previously did not have bicycle parking access.
- Pre-registration eliminated making parking accessible to everyone, not just subscribers.
- New program is more inclusive by offering free secured bicycle parking at stations and expanding secured locker parking at new locations.
- First contract procurement in which **WIN-LA** provisions were successfully a part of the solicitation process.



Board Report

File #: 2021-0807, **File Type:** Policy

Agenda Number: 9.

**FINANCE, BUDGET AND AUDIT COMMITTEE
FEBRUARY 16, 2022**

SUBJECT: INVESTMENT POLICY

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Investment Policy in Attachment A;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials, Attachment B; and
- C. DELEGATING to the Treasurer or his/her designees, the authority to invest funds for a one-year period, pursuant to California Government Code (“Code”) Section 53607.

ISSUE

Section 53646 of the Code requires that the board review and approve the Investment Policy on an annual basis and at a public meeting. Section 53607 of the Code requires that the Board delegate investment authority to the Treasurer on a yearly basis.

Section 10.8 of the Investment Policy requires that the Treasurer submit the Financial Institutions Resolutions to the Board annually for approval.

BACKGROUND

Metro’s investment policy allows temporary idle funds to be invested consistent with Board approved investment policy guidelines. The policy is updated on an annual basis and was last updated on February 25, 2021.

DISCUSSION

The Board approves the objectives and guidelines that direct the investment of operating funds.

Changes to the Investment Policy have been made to incorporate updates to the California Government Code. A redlined version of the investment policy is presented in Attachment A.

Financial Institutions require Board authorization to establish custody, trustee, and commercial bank accounts. A redlined version of the resolution is presented in Attachment B. Changes reflect position title changes.

To streamline this board report, the following reference materials may be found on the Internet:

Current Metro Investment Policy:

<https://cdn.beta.metro.net/wp-content/uploads/2021/12/02111807/2021-Investment-Policy-Final.pdf>

California Government Code: Sections 53600 to 53609, Section 53646, Section 53652, Sections 16429.1 to 16429.4:

http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=GOV&division=2.&title=5.&part=1.&chapter=4.&article=1

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will not have an impact on Metro's Safety standards.

FINANCIAL IMPACT

The funds required to update the Investment Policy are included in the FY22 budget in cost center 5210 and project number 610340.

Impact to Budget

The sources of funds budgeted to manage assets in accordance with the Investment Policy are Proposition A, Proposition C, Measure R, Measure M and TDA administration funds. Some of these funds are eligible for bus and rail operating and capital expenses.

EQUITY PLATFORM

This recommendation will not have any direct equity impacts. However, the proposed investment policy provides the guidelines for Metro's internally and externally managed investment portfolios. Four firms are under contract to invest Metro's external portfolio. Among them, Chandler Asset Management is a woman-founded firm and LM Capital Management is minority owned. We will also direct staff and external managers to include socially responsible considerations as they invest in

securities that comply with our investment policy and CA Gov't code.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5 "Provide responsive, accountable and trustworthy governance within the Metro organization".

ALTERNATIVES CONSIDERED

The Investment Policy and California Government Code require an annual review and adoption of the Investment Policy, delegation of investment authority, and approval of Attachment B - Financial Institutions Resolution. Should the Board elect not to delegate the investment authority annually or approve the resolution, the Board would assume daily responsibility for the investment of working capital funds and the approval of routine administrative actions.

NEXT STEPS

Upon Board approval, distribute the Investment Policy to external investment managers and broker-dealers. Issue copies of the Investment Policy and the Financial Institutions Resolution to our financial institutions.

ATTACHMENTS

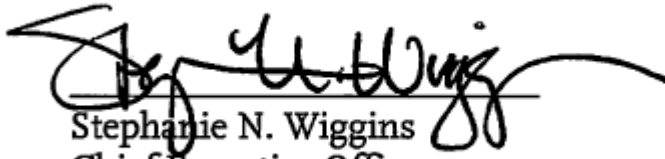
Attachment A - Investment Policy

Attachment B - Financial Institutions Resolution

Prepared by: Jin Yan, Manager, Finance (213) 922-2127

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Los Angeles County Metropolitan Transportation Authority

INVESTMENT POLICY

Approved on February ~~25~~²⁴, 202~~1~~²

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INVESTMENT POLICY

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1.0 Policy

It is the policy of the Los Angeles County Metropolitan Transportation Authority (LACMTA) to ensure that the temporarily idle funds of the agency are prudently invested to preserve capital and provide necessary liquidity, while maximizing earnings, and conforming to state and local statutes governing the investment of public funds.

This investment policy conforms to the California Government Code ("Code") as well as to customary standards of prudent investment management. Investments may only be made as authorized by the Code, Section 53600 et seq., Sections 16429.1 through 16429.4 and this investment policy. Should the provisions of the Code become more restrictive than those contained herein, such provisions will be considered as immediately incorporated in this investment policy. Changes to the Code that are less restrictive than this investment policy may be adopted by the Board of Directors (Board).

2.0 Scope

- 2.1 This investment policy sets forth the guidelines for the investment of surplus General, Special Revenue, Capital Projects, Enterprise (excluding cash and investments with fiscal agents), Internal Service, and any new fund created by the Board, unless specifically exempted. Excluded from this investment policy are guidelines for the investment of proceeds related to debt financing, defeased lease transactions, Agency (Deferred Compensation, 401K, and Benefit Assessment District), Other Post Employment Benefit (OPEB) Trust funds and Pension Trust Funds.
- 2.2 Internal and external portfolio managers may be governed by Portfolio Guidelines that may on an individual basis differ from the total fund guidelines outlined herein. The Treasurer is responsible for monitoring and ensuring that the total funds subject to this investment policy remain in compliance with this investment policy, and shall report to the Board regularly on compliance.

3.0 Investment Objectives

- 3.1 The primary objectives, in priority order, of investment activities shall be:
 - A. Safety: Safety of principal is the foremost objective of the investment program. The investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The LACMTA shall seek to ensure that capital losses are avoided whether from institutional default, broker-dealer default, or erosion of market value. Diversification is required in order that potential losses on individual securities do not exceed the income generated from the remainder of the portfolio.
 - B. Liquidity: The investment portfolio will remain sufficiently liquid to meet all operating requirements that might be reasonably anticipated.
 - C. Return on Investments: The LACMTA shall manage its funds to maximize the return on investments consistent with the two objectives above, with the goal of exceeding the performance benchmarks (Section 12.0) over a market cycle (typically a three to five year period).
- 3.2 It is policy to hold investments to maturity. However, a security may be sold prior to its maturity and a capital gain or loss recorded if liquidity needs arise, or in order to improve the quality, or rate of return of the portfolio in response to market conditions and/or LACMTA risk preferences.

Internal and external investment managers shall report such losses to the Treasurer and Chief Financial Officer immediately.

- 3.3 When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing LACMTA funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent investor acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law.
- 3.4 The standard of prudence to be used by investment officials shall be the "prudent investor" standard and shall be applied in the context of managing an overall portfolio. Investment officers acting in accordance with this investment policy, written portfolio guidelines and procedures and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in the quarterly investment report to the Board, and appropriate action is taken to control adverse developments.

4.0 Delegation of Authority

- 4.1 The Board shall be the trustee of funds received by the LACMTA. In accordance with Code Section 53607, the Board hereby delegates the authority to invest or reinvest the funds, to sell or exchange securities so purchased and to deposit securities for safekeeping to the Treasurer for a one year period, who thereafter assumes full responsibility for such transactions and shall make a monthly report of those transactions to the Board. Subject to review by the Board, the Board may renew the delegation of authority each year.
- 4.2 The Treasurer shall establish written procedures for the operation of the investment program consistent with this investment policy, including establishment of appropriate written agreements with financial institutions. Such procedures shall include explicit delegation of authority to persons responsible for investment transactions. The Treasurer may engage independent investment managers to assist in the investment of its financial assets.
- 4.3 No person may engage in an investment transaction except as provided under the terms of this investment policy and the procedures established by the Treasurer.
- 4.4 Officers and employees involved in the investment process shall be governed by the standards regarding ethical behavior and conflicts of interest established in the Los Angeles County Metropolitan Transportation Authority Ethics Policy and annually shall file a Statement of Economic Disclosure with the Ethics Office.

5.0 Permitted Investments

- 5.1 All funds which are not required for immediate cash expenditures shall be invested in income producing investments or accounts, in conformance with the provisions and restrictions of this investment policy as defined in Section 5.1A and as specifically authorized by the Code, (Sections 53600, et seq.). Securities held by the LACMTA's custodial bank must be in compliance with Section 5.0 Permitted Investments at the time of purchase.

- 5.2 In order to reduce overall portfolio risk, investments shall be diversified among security type, maturity, issuer and depository institutions. See Section 5.1A for specific concentration limits by type of investment.
- A. Percentage limitations where listed are only applicable at the date of purchase.
 - B. In calculating per issuer concentration limits commercial paper, bankers' acceptances, medium term notes, asset-backed securities, placement service assisted deposits, and negotiable certificates of deposit shall be included; deposits collateralized per Section 7.3 of this investment policy are excluded from this calculation.
 - C. Credit requirements listed in this investment policy indicate the minimum credit rating (or its equivalent by any nationally recognized statistical rating organization) required at the time of purchase without regard to modifiers (e.g., +/- or 1,2,3), if any.
- 5.3 Maturities of individual investments shall be diversified to meet the following objectives:
- A. Investment maturities will be first and foremost determined by anticipated cash flow requirements.
 - B. Where this investment policy does not state a maximum maturity in Section 5.1A, no investment instrument shall be purchased which has a stated maturity of more than five years from the date of purchase, unless the instrument is specifically approved by the Board or is approved by the Board as part of an investment program and such approval must be granted no less than three months prior to the investment. The Board hereby grants express authority for the purchase of new issue securities with a 5 year stated maturity with extended settlement of up to 30 days from date of purchase.
 - C. The average duration of the externally managed funds subject to this investment policy shall not exceed 150% of the benchmark duration. The weighted average duration of the internal portfolios shall not exceed three (3) years.
- 5.4 State and local government sponsored Investment Pools and money market mutual funds as authorized by this investment policy are subject to due diligence review prior to investing and on a continual basis as established in Section 5.1A, #11 and #12.
- 5.5 This investment policy specifically prohibits the investment of any funds subject to this investment policy in the following securities:
- A. Derivative securities, defined as any security that derives its value from an underlying instrument, index, or formula, are prohibited. The derivative universe includes, but is not limited to, structured and range notes, securities that could result in zero interest accrual if held to maturity, variable rate, floating rate or inverse floating rate investments, financial futures and options, and mortgage derived interest or principal only strips. Callable or putable securities with no other option features, securities with one interest rate step-up feature, and inflation indexed securities meeting all other requirements of this investment policy are excluded from this prohibition, as are fixed rate mortgage-backed securities and asset-backed securities.
 - B. Reverse repurchase agreements and securities lending agreements.

6.0 Selection of Depository Institutions, Investment Managers and Broker-Dealers

- 6.1 To minimize the risk to the overall cash and investment portfolio, prudence and due diligence as outlined below shall be exercised with respect to the selection of Financial Institutions in which funds are deposited or invested. The LACMTA's Financial Advisor (FA) will conduct competitive processes to recommend providers of financial services including commercial banking, investment management, investment measurement and custody services.
- A. In selecting Depositories pursuant to Code Sections 53630 (et seq.), the credit worthiness, financial stability, and financial history of the institution, as well as the cost and scope of services and interest rates offered shall be considered. No funds will be deposited in an institution unless that institution has an overall rating of not less than "satisfactory" in its most recent evaluation by the appropriate federal financial supervisory agency. The main depository institutions will be selected on a periodic and timely basis.
 - B. Deposits which are insured pursuant to federal law by the Federal Deposit Insurance Corporation (FDIC), or the National Credit Union Administration (NCUA) may be excluded from the collateralization requirements of Section 7.3 of this investment policy, at the Treasurer's discretion. A written waiver of securitization shall be executed, provided to the Depository Institution, and kept on file in the Treasury Department.
 - C. The Treasurer shall seek opportunities to deposit funds with disadvantaged business enterprises, provided that those institutions have met the requirements for safety and reliability and provide terms that are competitive with other institutions.
- 6.2 In selecting external investment managers and brokers, past performance, stability, financial strength, reputation, area of expertise, and willingness and ability to provide the highest investment return at the lowest cost within the parameters of this investment policy and the Code shall be considered. External investment managers must be registered with the Securities and Exchange Commission (SEC) under the Investment Advisor Act of 1940.
- 6.3 Pursuant to Code Section 53601.5, the LACMTA and its investment managers shall only purchase statutorily authorized investments either from the issuer, from a broker-dealer licensed by the state, as defined in Section 25004 of the Corporations Code, from a member of a federally regulated securities exchange, a national or state-chartered bank, a federal or state association (as defined by Section 5102 of the Financial Code), or from a brokerage firm designated as a primary government dealer by the Federal Reserve Bank.
- A. Internal investment manager will only purchase or sell securities from broker-dealers that are Primary Dealers in U.S. Government Securities or are a direct affiliate of a Primary Dealer. Internal investment manager will only purchase securities from broker-dealers who have returned a signed Receipt of Investment Policy and completed the Broker-Dealer Questionnaire, and have been approved by the Treasurer (see Appendices B and C). A current copy of the Broker-Dealer's financial statements will be kept on file in the Treasury Department. Should market conditions limit access to inventory, the Treasurer may approve executing transactions through non-Primary Dealers who meet all of the criteria listed below:
 - a. The broker dealer must qualify under Securities Exchange Commission rule 15C3-1 (Uniform Net Capital Rule);

- b. Must be licensed by the state as a broker/dealer as defined in Section 25004 of the Corporations Code or a member of a federally registered securities exchange (i.e. FINRA, SEC, MSRB);
- c. Have been in operation for more than five years; and
- d. Have a minimum annual trading volume of \$100 billion in money market instruments or \$500 billion in U.S. Treasuries and Agencies.

B. In addition to Primary Dealers in U.S. Government Securities and direct affiliates of a Primary Dealer, external investment managers may purchase or sell securities from non-Primary Dealers qualified under U.S. Securities and Exchange Commission Rule 15C3-1, the Uniform Net Capital Rule, and provided that the dealer is a member of the Financial Industry Regulatory Authority. External investment managers shall submit, at least quarterly, a list of the non-Primary Dealers used during the period.

C. External investment managers must certify in writing that they will purchase securities in compliance with this investment policy, LACMTA Procedures, and applicable State and Federal laws.

6.4 Financial institutions and external investment managers conducting investment transactions with or for LACMTA shall sign a Certification of Understanding. The Certification of Understanding (see Appendix A) states that the entity:

- A. Has read and is familiar with the Investment Policy and Guidelines as well as applicable Federal and State Law;
- B. Meets the requirements as outlined in this investment policy;
- C. Agrees to make every reasonable effort to protect the assets from loss;
- D. Agrees to notify the LACMTA in writing of any potential conflicts of interest.

Completed certifications shall be filed in the Treasurer's Office. Failure to submit a Certification of Understanding shall result in the withdrawal of all funds held by that financial institution, or investment manager and/or the rescission of any and all authority to act as an agent to purchase or invest funds.

6.5 All broker-dealers who do business with the LACMTA's internal investment managers shall sign a Receipt of Investment Policy. The Receipt of Investment Policy (see Appendix B) states that the broker dealer:

- A. Has received, read, and understands this investment policy;
- B. Has communicated the requirements of this investment policy to all personnel who may select investment opportunities for presentation.

Failure to submit a Receipt of Investment Policy shall preclude the LACMTA from purchasing or selling securities from such broker-dealer. Completed receipts shall be filed in the Treasurer's Office.

7.0 Custody and Safekeeping of Securities and LACMTA Funds

- 7.1 A Master Repurchase Agreement must be signed with the bank or dealer before any securities and collateral for repurchase agreements shall be purchased and maintained for the benefit of the LACMTA in the Trust Department or safekeeping department of a bank as established by a written third party safekeeping agreement between the LACMTA and the bank. Specific collateralization levels are defined in Section 5.1A.
- 7.2 All investment transactions shall be settled "delivery vs. payment", with the exception of deposits, money market mutual fund investments, and Local Agency Investment Fund or other Local Government Investment Pools. Delivery may be physical, via a nationally recognized securities depository such as the Depository Trust Company, or through the Federal Reserve Book Entry system.
- 7.3 Funds deposited shall be secured by a Depository in compliance with the requirements of Code Section 53652. Such collateralization shall be designated and agreed to in writing.

8.0 Reports and Communications

- 8.1 The Treasurer is responsible for ensuring compliance with all applicable Local, State, and Federal laws governing the reporting of investments made with public funds. All investment portfolios will be monitored for compliance. Non-compliance issues will be included in the quarterly Board report as stated in Section 8.3 of this investment policy.
- 8.2 The Treasurer shall annually submit a statement of investment policy to the Board for approval. The existing approved investment policy will remain in effect until the Board approves the recommended statement of investment policy.
- 8.3 The Treasurer shall render a quarterly cash, investment, and transaction report to the CEO and Board, and quarterly to the Internal Auditor within 30 days following the end of the quarter covered by the report. The report shall include a description of LACMTA's funds, investments, or programs that are under the management of contracted parties, including lending programs. The report shall include as a minimum:
 - A. Portfolio Holdings by Type of Investment and Issuer
 - B. Maturity Schedule and Weighted Average Maturity (at market)
 - C. Weighted Average Yield to Maturity
 - D. Return on Investments versus Performance Benchmarks on a quarterly basis
 - E. Par, Book and Market Value of Portfolio for current and prior quarter-end
 - F. Percentage of the portfolio represented by each investment category
 - G. Total Interest Earned
 - H. Total Interest Received
 - I. A statement of compliance with this investment policy, or notations of non-compliance.

- J. At each calendar quarter-end a subsidiary ledger of investments will be submitted with the exception listed in 8.3K.
- K. For investments that have been placed in the Local Agency Investment Fund, in Federal Deposit Insurance Corporation-insured accounts in a bank or savings and loan association, in National Credit Union Administration insured accounts in a credit union, in a county investment pool, or in shares of beneficial interest issued by a diversified management company that invest in the securities and obligations as authorized by this investment policy and the Code, the most recent statement received from these institutions may be used in lieu of the information required in 8.3 J.
- L. At each calendar quarter-end the report shall include a statement of the ability to meet expenditure requirements for the next six months.
- M. A quarterly gain or loss report on the sale or disposition of securities in the portfolio.

8.4 Internal and external investment managers shall monitor investments and market conditions and report on a regular and timely basis to the Treasurer.

- A. Internal and external investment managers shall submit monthly reports to the Treasurer, such reports to include all of the information referenced in Section 8.3, items A-J of this investment policy. Portfolios shall be marked-to-market monthly and the comparison between historical cost (or book value) and market value shall be reported as part of this monthly report.
- B. Internal and external investment managers shall monitor the ratings of all investments in their portfolios on a continuous basis and report all credit downgrades of portfolio securities to the Treasurer in writing within 24 hours of the event. If an existing investment's rating drops below the minimum allowed for new investments made pursuant to this investment policy, the investment manager shall also make a written recommendation to the Treasurer as to whether this security should be held or sold.
- C. External and internal investment managers shall immediately inform the Treasurer, or the Chief Financial Officer in writing of any major adverse market condition changes and/or major portfolio changes. The Chief Financial Officer or the Treasurer shall immediately inform the Board in writing of any such changes.
- D. External investment managers shall notify the LACMTA internal managers daily of all trades promptly, via fax or via email.
- E. Internal investment managers will maintain a file of all trades.

9.0 Portfolio Guidelines

Portfolio Guidelines are the operating procedures used to implement this investment policy approved by the Board. The Treasurer may impose additional requirements or constraints within the parameters set by this investment policy.

10.0 Internal Control

10.1 The Treasurer shall establish a system of internal controls designed to prevent losses of public funds arising from fraud, employee or third party error, misrepresentation of third parties, unanticipated

changes in financial markets, or imprudent actions by employees or agents. Such internal controls shall be approved by the Chief Financial Officer and shall include authorizations and procedures for investment transactions, custody/safekeeping transactions, opening and dosing accounts, wire transfers, and clearly delineate reporting responsibilities.

- 10.2 Treasury personnel and LACMTA officials with signature authority shall be bonded to protect against possible embezzlement and malfeasance, or at the option of the governing board self-insured.
- 10.3 Electronic transfer of funds shall be executed upon the authorization of two official signatories.
- 10.4 Transaction authority shall be separated from accounting and record keeping responsibilities.
- 10.5 All investment accounts shall be reconciled monthly with custodian reports and broker confirmations by a party that is independent of the investment management function. Discrepancies shall be brought to the attention of the investment manager, the Treasurer and Deputy Executive Officer, Finance in the Treasury Department, the Controller, and if not resolved promptly, to the Chief Financial Officer.
- 10.6 The Treasurer shall establish an annual process of independent review by an external auditor. This review will provide independent confirmation of compliance with policies and procedures.
- 10.7 The Treasurer is responsible for the preparation of the cash flow model. The cash flow model shall be updated monthly based upon the actual and projected cash flow.

Annually, the Treasurer shall notify the external investment managers of the cash flow requirements for the next twelve months. The Treasurer shall monitor actual to maximum maturities within the parameters of this investment policy.

- 10.8 The Treasurer shall annually submit the Financial Institutions Resolution to the Board for approval. The existing resolution will remain in effect until the Board approves the recommended resolution.

11.0 Purchasing Guidelines

- 11.1 Investment managers shall purchase and sell securities at the price and execution that is most beneficial to the LACMTA. The liquidity requirements shall be analyzed and an interest rate analysis shall be conducted to determine the optimal investment maturities prior to requesting bids or offers. Investments shall be purchased and sold through a competitive bid/offer process. Bids/offers for securities of comparable maturity, credit and liquidity shall be received from at least three financial institutions, if possible.
- 11.2 Such competitive bids/offers shall be documented on the investment managers' trade documentation. Supporting documentation from the Wall Street Journal, Bloomberg or other financial information system shall be filed with the trade documentation as evidence of general market prices when the purchase or sale was effected.

12.0 Benchmarks

Internal and external investment managers' performance shall be evaluated against the following agreed upon benchmarks. If the investment manager does not meet its benchmark over a market cycle (3 to 5 years), the Treasurer shall determine and set forth in writing reasons why it is in the best interests of the LACMTA to replace or retain the investment manager.

Portfolio
Intermediate Duration Portfolios

Investment Benchmarks
ICE Bank of America/Merrill Lynch AAA-A
1-5 year Government & Corporate Index
(BV10)

Short Duration Portfolios

Three month Treasury

**Los Angeles County Metropolitan Transportation Authority
Section 5.1A
Statement of Investment Policy ^a**

* The percentage of portfolio authorized is based on market value.

Investment Type	Maximum Maturity	Maximum Allowable Percentage of Portfolio [*]	Minimum Quality and Other Requirements
Bonds Issued by the LACMTA	5 years ^b	100%	None
U.S. Treasury notes, bonds, bills or certificates of indebtedness or those for which the full faith and credit of the United States are pledged for payment of principal and interest	5 years ^b	100%	None
Registered state warrants or treasury notes or bonds of the other 49 states in addition to California.	5 years ^b	25%	Such obligations must be rated "A1" or better short term; or "AA" or better long term, by a nationally recognized statistical rating organization
Bonds, notes, warrants, or other evidences of indebtedness of any local agency within the State of California	5 years ^b	25%	Such obligations must be rated "A1" or better short term; or "AA" or better long term, by a nationally recognized statistical rating organization
Federal Agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises	5 years ^b	50 100% ^d	See Footnote d None
Bills of exchanges or time drafts drawn on and accepted by a commercial bank, otherwise known as bankers' acceptances	180 days	40% ^c	The issuer's short-term debt must have the highest letter and numerical rating as provided for by a nationally recognized statistical rating organization
Commercial paper or "prime" quality of the highest ranking or of the highest letter and numerical rating as provided for by a nationally recognized statistical rating organization	270 days	25 40% ^e ^d	See Footnote e
Negotiable certificates of deposits issued by a nationally or state-chartered bank or a state or federal savings and loan association, a state or federal credit union, or by a state licensed branch of a foreign bank, or a federally licensed branch of a foreign bank.	5 years ^b	30% ^c	See Footnote f

Commented [YJ1]: California Government Code removed the maximum 50% of portfolio limit and made no limit. This change provides more investment opportunities in government-backed securities.

Commented [YJ2]: California Government Code removed the 15% of Portfolio per single issue on Agencies and made no limit. This change provides more investment opportunities in government-backed securities.

Commented [YJ3]: California Government Code changed the maximum 25% of portfolio limit and made it no more than 40% for local agencies that have one hundred million dollars or more of investment assets. This change provides more investment opportunities in "prime" quality commercial papers.

Commented [YJ4]: California Government Code changed the single issuer limit on commercial paper and medium-term notes from 10% each to 10% in the combination of commercial paper and medium-term notes. This change reduces the risk exposure in one issuer that issues commercial paper and medium-term notes.

Placement Service Assisted Deposits	5 years b	30% c	See Footnote g
Investments in repurchase agreements	90 days	20%	Limited to no more than 90 days. See Footnote h
United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation or Inter-American Development Bank.	5 years b	30% c	Maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments shall be rated "AA" or better by a nationally recognized statistical rating organization and shall not exceed 30% of the portfolio.
Medium-term notes issued by corporations organized and operating within the United States, or by depository institutions licensed by the United States or any state and operating within the United States	5 years b	30% e,d	Must be rated "A" or better by a nationally recognized statistical rating organization. If rated by more than one rating agency, both ratings must meet the minimum credit standards.
Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission, as authorized by Code Section 53601	Not applicable	20% c	See Footnote i
State of California Local Agency Investment fund (LAIF) Code Section 16429.1 through 16429.4 or other Local Government Investment Pool (LGIP) established by public California entities pursuant to Section 53684	Not applicable	Set by LAIF and LGIP	See Footnote j
Asset-backed Securities	5 years b	15% combined with mortgage-backed securities	See Footnote k
Mortgage-backed Securities	5 years b	15% combined with asset-backed securities	See Footnote l

Commented [YJ5]: California Government Code changed the single issuer limit on commercial paper and medium-term notes from 10% each to 10% in the combination of commercial paper and medium-term notes. This change reduces the risk exposure in one issuer that issues commercial paper and medium-term notes.

Los Angeles County Metropolitan Transportation Authority
Statement of Investment Policy

Footnotes for Section 5.1A Statement of Investment Policy	
Aa	Sources: California Government Code Sections 16429.1, 53601, 53601.8, 53635 and 53638
Bb	Maximum maturity of five (5) years unless a longer maturity is approved by Board of Directors, either specifically or as part of an investment program, at least three (3) months prior to the purchase. New issue securities with a stated 5 year maturity can be purchased in the primary market with extended settlements of up to 30 days from the date of purchase.
Cc	Limited to no more than 10% of the portfolio in any one issuer (i.e. bankers' acceptances, commercial paper, negotiable certificates of deposit, medium-term notes, and money market funds)
Dd	No more than 15% of portfolio in any one Federal Agency or government-sponsored issue. Limited to no more than 510% of the portfolio in the commercial paper and the medium-term notes of any one issuer.
Ee	Eligible paper is further limited to 10% of the outstanding paper of an issuing corporation, the issuing corporation must be organized and operating within the United States as a general corporation and having total assets in excess of \$500,000,000 and have an "A" or higher rating for the issuer's debentures, other than commercial paper, if any, as provided for by a nationally recognized statistical rating organization. Issuing corporations that are organized and operating within the United States as a special purpose corporation, trust, or limited liability company, and have programwide credit enhancements including but not limited to overcollateralization, letters of credit, or a surety bond, and having an "A" or higher rating for the issuer's debentures, other than commercial paper, if any, as provided by a nationally recognized statistical rating organization. Commercial paper of "prime" quality of the highest ranking or of the highest letter and number rating as provided for by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or (2): (1) The entity meets the following criteria: Is organized and operating in the United States as a general corporation; Has total assets in excess of five hundred million dollars (\$500,000,000); Has debt other than commercial paper, if any, that is rated in a rating category of "A" or its equivalent or higher by a nationally recognized statistical rating organization. (2) The entity meets the following criteria: Is organized within the United States as a special purpose corporation, trust, or limited liability company; Has program-wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond; Has commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical rating organization.
Ff	The legislative body of the local agency, the treasurer or other official of the local agency having custody of the money are prohibited from investing in negotiable certificates of deposit of a state or federal credit union if a member of the legislative body or any other specified city officer or employee also serves on the board of directors or certain committees of that credit union
Gg	Investments in placement services assisted deposits is authorized under Sections 53601.8, 53635.8, and 53601 (i) of the California Government Code.
Hh	Repurchase agreements shall be executed through Primary Broker-Dealers. The repurchase agreement must be covered by a master repurchase agreement. Repurchase agreements shall be collateralized at all times. Collateral

Commented [YJ6]: Removed reference to commercial paper and medium-term notes as they are covered now in footnote d.

Commented [MM7]: To conform this section of the investment policy to California Government Code.

Commented [YJ8]: To conform this section of the investment policy to California Government Code.

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	shall be limited to obligations of the United States and Federal Agencies with an initial margin of at least 102% of the value of the investment, and shall be in compliance if brought back up to 102% no later than the next business day. Collateral shall be delivered to a third party custodian in all cases. Collateral for term repurchase agreements shall be valued daily by the LACMTA's investment manager (for internal funds) or external investment manager. Investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102% no later than the next business day. The LACMTA shall obtain a first lien and security interest in all collateral
hi	Companies must have either 1) the highest ranking or the highest letter and numerical rating provided by not less than two of the nationally recognized statistical rating organizations, or (2) retained an investment advisor registered or exempt with the Securities and-Exchange Commission, with no less than five years experience investing in the securities and obligations authorized by California Government Code §53601 a-k inclusive and m-o inclusive and with assets under management in excess of five hundred million dollars (\$500,000,000). The purchase price may not include any commissions charged by these companies
hj	Maximum investment per individual pool limited to the amount for LAIF as set by the State Treasurer's Office. Limit does not include funds required by law, ordinance, or statute to be invested in pool. Each pool must be evaluated and approved by the Treasurer, as to credit worthiness, security, and conformity to state and local laws. An evaluation should cover, but is not limited to establishing, a description of who may invest in the program, how often, what size deposit and withdrawal; the pool's eligible investment securities, obtaining a written statement of investment policy and objectives, a description of interest calculations and how it is distributed; how gains and losses are treated; a description of how the securities are safeguarded and how often the securities are priced and the program audited. A schedule for receiving statements and portfolio listings. A fee schedule, when and how fees are assessed
kk	Limited to senior class securities with stated maturities of no more than 5 years. Further limited to securities rated in a rating category of "AA" or its equivalent or better as provided for by a nationally recognized statistical rating organization. Further limited to fixed rate, publicly offered, generic credit card, automobile receivables, and equipment receivables only. Deal size must be at least \$250 million, and tranche size must be at least \$25 million
hl	Pass-Through securities: Limited to Government Agency or Government Sponsored issuers, fixed rate, stated maturity no more than 5 years. CMOS: Limited to Government Agency or Government Sponsored Issuers and Planned Amortization Classes (PAC) only. Securities eligible for investment under this category shall be rated "AA" or its equivalent or better by a nationally recognized statistical rating organization. The following are prohibited: ARMS, floaters, interest or principal (IOs, POs), Targeted Amortization Classes, companion, subordinated, collateral classes, or zero accrual structures

APPENDIX A

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY

CERTIFICATION OF UNDERSTANDING

The Los Angeles County Metropolitan Transportation Authority (LACMTA) Investment Policy as approved by the Board of Directors requires that all Financial Institutions and Investment Managers' conducting investment transactions with or for LACMTA sign a Certification of Understanding acknowledging that:

1. *You have read and are familiar with the LACMTA's Investment Policy as well as applicable Federal and State laws.*
2. *You meet the requirements as outlined in Investment Policy.*
3. *You agree to make every reasonable effort to protect the assets from loss.*
4. *You agree to notify the LACMTA in writing of any potential conflicts of interest.*
5. *You agree to notify the LACMTA in writing of any changes in personnel with decision-making authority over funds within 24 hours of such event.*

Failure to submit a Certification of Understanding shall result in the withdrawal of all funds held by the financial institution or investment manager and the immediate revocation of any rights to act as an agent of the LACMTA for the purchase of securities or investment of funds on behalf of LACMTA.

The Board of Directors is committed to the goals of the Community Reinvestment Act (CRA). As part of the certification process for depository institutions, it is requested that you remit evidence of your most recent CRA rating.

SIGNED: _____ DATE: _____
Print Name and Title _____

After reading and signing this Certification of Understanding please return with *any* supporting documentation to:

LACMTA
Treasury Department
Attention: Treasurer
One Gateway Plaza
Los Angeles, CA 90012-2932

LACMTA use only:
Approved: _____ Disapproved: _____ Date: _____
Signature: _____
LACMTA Treasurer

APPENDIX C

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION
AUTHORITY

BROKER/DEALER QUESTIONNAIRE

1. Name of Firm _____

2. Address _____
(Local) (National Headquarters)

3. Telephone No. () _____ Telephone No. () _____
(Local) (National Headquarters)

4. Primary Representative Manager/Partner-in-Charge
Name _____ Name _____
Title _____ Title _____
Telephone No. _____ Telephone No. _____
No. of Yrs. in Institutional Sales _____ No. of Yrs. in Institutional Sales _____
Number of Years with Firm _____ Number of Years with Firm _____

5. Are you a Primary Dealer in U.S. Government Securities? [] YES [] NO

If NO, Is the parent company or its subsidiary a Primary Dealer in U.S. Government Securities? Provide proof of certification.

[] YES [] NO

Please explain your firm's relationship to the Primary Dealer below:

Please provide proof certification from the National Association of Securities Dealer.

6. Are you a Broker instead of Dealer, i.e., you DO NOT own positions of Securities?
[] YES [] NO

7. What is the net capitalization of your Firm? _____

8. What is the date of your Firm's fiscal year-end? _____

9. Is your Firm owned by a Holding Company? If so, what is its name and net capitalization?

10. Please provide your Wiring and Delivery Instructions.

11. Which of the following instruments are offered regularly by your local desk?

- T-Bills Treasury Notes/Bonds Discount Notes NCD's
- Agencies (specify) _____
- BA's (Domestic) BA's (Foreign) Commercial Paper
- Med-Term Notes Repurchase Agreements

12. Does your Firm specialize in any of the instruments listed above?

13. Please identify your comparable government agency clients in the LACMTA's geographical area.

<u>Entity</u>	<u>Contact Person</u>	<u>Telephone No.</u>	<u>Client Since</u>
_____	_____	_____	_____
_____	_____	_____	_____

14. What reports, confirmations, and other documentation would LACMTA receive? Please include samples of research reports or market information that your firm regularly provides to government agency clients.

15. What precautions are taken by your Firm to protect the interests of the public when dealing with government agencies as investors?

16. Have you or your Firm been censored, sanctioned or disciplined by a Regulatory State or Federal Agency for improper or fraudulent activities, related to the sale of securities within the past five years? YES NO

17. If yes, please explain

18. Please provide your most recent audited financial statements within 120 days of your fiscal year-end.

19. Please indicate the current licenses of the LACMTA representatives:

Agent: _____ License or registration: _____

APPENDIX D
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
INVESTMENT POLICY GLOSSARY

ASKED: The price at which securities are offered from a seller.

BANKERS' ACCEPTANCE (BA): Time drafts which a bank "accepts" as its financial responsibility as part of a trade finance process. These short-term notes are sold at a discount, and are obligations of the drawer (or issuer - the bank's trade finance client) as well as the bank. Once accepted, the bank is irrevocably obligated to pay the BA upon maturity if the drawer does not.

BID: The price offered by a buyer of securities.

BOOK VALUE: The original cost of the investment, plus accrued interest and amortization of any premium or discount.

BROKER: A broker brings buyers and sellers together for a commission.

CERTIFICATE OF DEPOSIT (CD): A time deposit with a specific maturity evidenced by a certificate. Large-denomination CD's are typically negotiable (marketable or transferable).

COLLATERAL: Securities, evidence of deposit, or other property which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public moneys.

COMMERCIAL PAPER (CP): Unsecured promissory notes issued by companies and government entities at a discount. Commercial paper is negotiable, although it is typically held to maturity. The maximum maturity is 270 days, with most CP issued for terms of less than 30 days.

CUSTODY or SAFEKEEPING: A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

DEALER: A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

DELIVERY VERSUS PAYMENT: Delivery of securities with a simultaneous exchange of money for the securities.

FEDERAL AGENCIES AND U.S. GOVERNMENT SPONSORED ENTERPRISES (AGENCIES): U.S. Government related organizations, the largest of which are government financial intermediaries assisting specific credit markets (housing, agriculture). They include:

- ◆ Federal Home Loan Banks (FHLB)
- ◆ Federal Home Loan Mortgage Corporation (FHLMC or "Freddie Mac")
- ◆ Federal National Mortgage Association (FNMA or "Fannie Mae")
- ◆ Federal Farm Credit Banks (FFCB)
- ◆ Tennessee Valley Authority (TVA)

MARKET VALUE: The price at which a security is trading and could presumably be purchased or sold.

MASTER REPURCHASE AGREEMENT: A written contract covering all future transactions between the parties to repurchase/reverse repurchase agreements that establish each party's rights in the transactions. A master agreement will specify, among other things, the right of the buyer-lender to liquidate the underlying securities in the event of default by the seller-borrower.

MATURITY: The date upon which the principal or stated value of an investment becomes due and payable.

MEDIUM TERM NOTES (MTN): Interest bearing, continuously offered debt, issued in the 9 month to ten year maturity range. Deposit notes, like Certificates of Deposit, actually represent an interest bearing deposit at a bank or other depository institution.

OFFER: The price asked by a seller of securities.

PAR VALUE: The face value, or principal amount payable at maturity.

PRIMARY DEALER: A group of government securities dealers who submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York, and are subject to its informal oversight.

QUALIFIED INSTITUTIONAL BUYER (QIB): Defined in SEC 144A as a class of investors that can be conclusively assumed to be sophisticated and in little need of the protection afforded by the Securities Act's Registration Provisions. They must own and invest on a discretionary basis at least 100 million in securities of issuers that are not affiliated with such a qualified institutional buyer. This includes any institutional investors included in the accredited investor definition, provided they satisfy the \$100 million threshold.

Commented [YJ9]: To conform with SEC rule.

REPURCHASE AGREEMENT (RP OR REPO): A purchase of securities under a simultaneous agreement to sell these securities back at a fixed price on some future date. This is in essence a collateralized investment, whereby the security "buyer" in effect lends the "seller" money for the period of the agreement, and the difference between the purchase price and sale price determining the earnings. Dealers use RP extensively to finance their positions.

SECURITIES & EXCHANGE COMMISSION (SEC): An agency created by Congress to protect investors in securities transactions by administering securities legislation.

TREASURY BILLS: A non-interest bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months, or one year.

TREASURY NOTES AND BONDS: Long-term U.S. Treasury securities having initial maturities of 2 to 30 years.

YIELD: The rate of annual income return on an investment, expressed as a percentage.

YIELD TO MATURITY (YTM): The rate of return earned on an investment considering all cash flows and timing factors: interest earnings, discounts, and premiums above par.

ATTACHEMENT B

FINANCIAL INSTITUTIONS RESOLUTION

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RESOLVED, that any financial institutions, including all banks and their correspondent banks doing business with the Los Angeles County Metropolitan Transportation Authority (LACMTA), are hereby authorized, requested and directed to honor all checks, drafts, wires, or other orders for payment of money drawn in the LACMTA's name on its account(s) (including those drawn on the individual order of any person or persons whose names appear thereon as a signer or signers thereof) when bearing the original and/or facsimile signature of the Chair; Chief Executive Officer; Chief Financial Officer; Treasurer; Deputy Executive Officer, Finance in Treasury Department; ~~St. Director in Treasury~~, or Assistant Treasurer (collectively, LACMTA Officials). LACMTA Officials are the only representatives empowered to open, close or authorize changes to accounts on behalf of LACMTA. LACMTA Officials may designate individuals as Official Signatories for financial accounts. The duties of Official Signatories shall be limited to check signing, wire or fund transfers, balance reporting and/or monitoring of bank processes.

And, those financial institutions, including correspondent banks, currently doing business with LACMTA shall be entitled to honor and charge LACMTA for all such checks, drafts, wires, or other orders for the payment of money, regardless of by whom or by what means when the actual or facsimile signature or signatures resemble the specimens filed with those financial institutions by the Secretary or other officer of LACMTA.

CERTIFICATION

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

Dated: _____

Board ~~Secretary~~ Clerk

(SEAL)



Board Report

File #: 2021-0811, File Type: Contract

Agenda Number: 14.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: INVERTER CONTROL BOX

ACTION: AWARD CONTRACT FOR INVERTER CONTROL BOX

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA81563000 to TK Services, Inc. , the lowest responsive and responsible bidder for Inverter Control Boxes. The Contract is for a one-year base in the amount of \$1,497,960, inclusive of sales tax, and a one-year option in the amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920, subject to resolution of protest(s), if any.

ISSUE

This procurement is for the inverter control box, which is a power supply for the air conditioning (AC) system on the Xcelsior bus. It is an essential component that provides electrical power to the compressor, fan motor and other A/C accessories. It maintains a safe and reliable operation of the bus. The operating divisions replace the inverter control box as it breaks down, and it is imperative to have an inventory of it on hand at all times.

Award of this contract will ensure the operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards and is necessary to ensure service continuity and avoid any interruption to Metro operations.

BACKGROUND

The inverter control box is a power lifeline for the A/C system in the Xcelsior bus fleet. The function of the inverter control box is to provide electrical power to the compressor that regulates the A/C system on the Xcelsior bus. It also provides electrical power to other A/C accessories as well. An operational inverter is essential to ensure the reliability and safety of a bus.

Metro has over 850 Xcelsior buses in operation. They consumed 154 Xcelsior inverters in 2021 and the demand will go up as the buses get older and accrue higher mileage.

DISCUSSION

The inverter control box is a power supply for the A/C system in the Xcelsior bus fleet. The replacement of the inverter control box is required when it is failing. The inventory and availability of the inverter control box is crucial to ensure the safety of passengers and provides a high level of customer service. The availability of the inverter control box on hand reduces bus down time and keeps buses in revenue service.

The contract to be awarded is a "requirements type" agreement in which we commit to order only from the awardee, up to the specified quantity for a specific duration of time, but there is no obligation or commitment for us to order any specific quantity of the inverter control box that may currently be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The inverter control box will be purchased and maintained in inventory and managed by Material Management. As the inverter control box is issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that all operating divisions have adequate inventory to maintain the bus fleet according to Metro Maintenance standards. This action will prevent deferred maintenance and maintain the bus availability for revenue service.

FINANCIAL IMPACT

The funding of \$499,320 for this product is included in the FY22 budget in various bus operating cost centers, under project 306002 - Operations Maintenance, under line item 50441 - M/S Parts - Revenue Vehicle.

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

Impact to Budget

The current funding source for this action is Federal, State, and Local, including sales tax and fares. These sources are eligible for Bus Operating or Capital projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

The benefits of this action are to ensure that the bus fleet that serves Los Angeles County, including many underserved communities are able to provide vital transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Public transportation provides an important lifeline for the residents in underserved communities, and the procurement of inverter ensures the safety of passengers and

provides a high level of customer service for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) DBE goal, which is standard for transportation delivery procurements. The commitment by the successful bidder has been verified.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The inverter control box supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The inverter control box will help maintain the reliability of the bus fleets and ensure that our customers can arrive at their destinations without interruption and in accordance with the Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the inverter control boxes on an as-needed basis, using the traditional “min/max” replenishment system method. This strategy is not recommended since it does not provide for a commitment from the supplier to ensure the availability, timely delivery, continued supply and a guaranteed fixed price for the parts.

NEXT STEPS

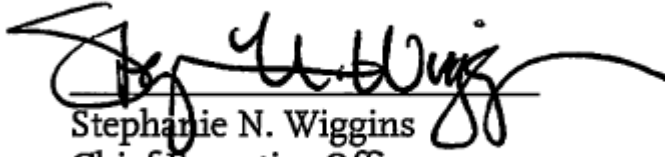
Upon approval by the Board, staff will execute Contract No. MA81563000 for the procurement of inverter control boxes with TK Services, Inc. at the one-year base amount of \$1,497,960, inclusive of sales tax, and the one-year option amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Harold Torres, Sr. Director Central Maintenance (213) 922-5714
Tanya Allen, Procurement Planning Administrator (213) 922-1018

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

INVERTER CONTROL BOX/MA81563000

1.	Contract Number: MA81563000	
2.	Recommended Vendor: TK Service Inc., 6118 Alcoa Avenue, Vernon, CA 90058	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/20/21	
	B. Advertised/Publicized: 10/19/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 11/30/21	
	E. Pre-Qualification Completed: 12/30/21	
	F. Conflict of Interest Form Submitted to Ethics: 12/8/21	
	G. Protest Period End Date: 2/22/22	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA81563000 for the procurement of Inverter Control Box. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA81563 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of two bids were received on November 30, 2021.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with Metro's Acquisition Policy for a competitive sealed bid. The two bids received are listed below in alphabetical order:

1. The Aftermarket Parts Company, LLC
2. TK Services, Inc.

All firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, TK Services, Inc., the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from TK Services, Inc. has been determined to be fair and reasonable based upon the Independent Cost Estimate (ICE) and historical purchases.

Low Bidder Name	Bid Amount	Metro ICE
TK Services, Inc.	\$2,995,920.00	\$2,998,303
The Aftermarket Parts Company, LLC	\$3,076,842.30	

D. Background on Recommended Contractor

The recommended firm, TK Services, Inc. is located in Vernon, CA and has been in business for twenty-one (21) years. TK Services, Inc. provided similar products for Metro and other companies including Transdev North America, Inc., in Arcadia, CA, and J.B. Hunt Transport Services, Inc. in South Gate, CA. TK Services, Inc. has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

INVERTER CONTROL BOX/MA81563000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this solicitation. TK Services, Inc. made a 2.04% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2.04% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	D & W Trucking	African American	2.04%
Total Commitment			2.04%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2022-0019, File Type: Contract

Agenda Number: 15.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$900,000, increasing the contract four-year base term authority from \$1,895,911 to \$2,795,911.

ISSUE

The existing glass replacement and installation services contract four-year base term expires on August 31, 2023. Due to significant increase in glass vandalism targeting elevator glass panels system-wide, there is insufficient authority remaining within the existing contract, therefore, approving Modification No. 3 to increase contract authority by \$900,000 is required to ensure service continuity while providing timely response and a safe environment to our patrons, through June 2022.

BACKGROUND

On August 14, 2019, Metro executed a four-year base, firm fixed unit rate Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., a Metro certified Small Business Enterprise (SBE) to provide glass replacement and installation services for Metro's bus and rail facilities system-wide, effective September 1, 2019.

Under the existing contract, the contractor is required to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide.

Since January 2020 through June 2021, the contractor responded to 436 incidents for vandalized broken glass panels requiring board-up and replacement services. The contract average monthly burn rate increased 2.5 times when compared with the months prior to January 2020, leading to insufficient authority remaining. On July 22, 2021, the Metro Board of Directors approved Contract Modification No. 2 increasing the contract four-year base term authority for a not-to-exceed amount of \$1,895,911.

DISCUSSION

There are various types of glass panels used throughout the Metro system for map cases, security guard shacks, fire hose and fire extinguisher cabinets, and elevators within the elevator cab, hoistway and doors. Standard glass panels are used for map cases, while special tempered laminated glass panels are used for the elevator hoistway, cabs and doors. Bullet-proof glass panels are also used for Metro's security guard shacks system wide. Glass panels are subject to damage due to vandalism, breakage, accidents, and natural disasters requiring timely board-up and replacement.

For FY22, from July through December 2021, Metro elevators have been experiencing a major rash of broken glass vandalism. The contractor responded to 265 incidents for broken glass vandalism with a replacement and installation cost of \$785,000, which is 2.6 times the replacement and installation cost of broken glass vandalism for the six (6) months prior to FY22. Fifty-one percent of the 265 broken glass incidents targeted elevator glass panels impacting 64 elevators, representing 42% of Metro's transit system units.

Elevator glass panels are special, tempered, laminated and fire resistant in accordance with State Elevator Safety codes. When vandalized, elevator glass panels replacement and installation require additional manpower, longer installation time and significantly higher material cost when compared to the replacement and installation cost of map case damaged glass panels.

In April 2021, staff initiated a project to install cameras inside elevator cabs. To date, cameras have been installed along Metro B (Red) inside two (2) elevators at Pershing Square station, two (2) Elevators at Civic Center station and five (5) elevators at 7th/Metro station. These actions are necessary to enhance elevators' safety, cleanliness and customer experience. This project is ongoing to ensure installing cameras inside elevator cabs system-wide. In addition cameras exist inside elevator cabs along Foothill Extension and E (Expo) Line as part of the system expansion project.

Providing timely response for as-needed glass replacement and installation services is critical to Metro's operations to address emergencies, avoid service interruption and ensure patrons' accessibility to Metro stations, especially for individuals with disabilities, senior citizens and others, while providing a safe and reliable environment to our patrons.

Due to the ongoing broken glass vandalism targeted at elevators, there is insufficient authority remaining within the existing contract and an increase in contract authority in the amount of \$900,000 is required to ensure service continuity and safe operations through June 2022.

System Security & Law Enforcement Support & Vandalism Task Force

Recurring elevator broken glass vandalism incidents are reported to System Security and Law Enforcement (SSLE) for their attention and follow up. As a result of the increase in the number of vandalism reports, Metro Transit Security (MTS) formed a Vandalism Task Force.

The Task Force is comprised of various Metro stakeholders including Maintenance and Engineering (M&E), Physical Security, Rail Operations Control and Metro's law enforcement partners (LASD,

LAPD & LBPD). The purpose of the Vandalism Task Force is to identify strategies to mitigate the number of incidents of vandalism.

The Vandalism Task Force current efforts include bi-weekly meetings to share information and identify immediate and near term strategies to mitigate the number of incidents of vandalism:

Immediate

- Continuous reporting of vandalism incidents, intelligence gathering, and analysis,
- Reinforce marketing campaign- see something say something
- Signage to advise CCTV (where applicable)
- Signage warning of prosecution for vandalism

Near Term

- Sensor alarms for immediate response and reporting
- Expansion of Elevator cameras
- Transit Ambassadors
- In-depth feasibility review and cost-benefit analysis of all possible alternatives to provide cost-effective glass replacement and installation services
- Assessment of alternative materials to glass that are more resistant to vandalism
- Study the feasibility of keeping the elevators doors open when needed and locked when needed based on the time of day

It is anticipated that we should see a decrease in the monthly replacement costs through the efforts of the task force and other outlined safety measures. Staff will continue to monitor the vandalism trend, and report back to the Board.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely response to as-needed board-up for broken glass panels and glass replacement services, in an effort to provide

safe, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$900,000 for the remainder of FY22 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer (Interim), Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes State and Local funds including Fares. Using these funding sources ensure the best allocation given approved funding provisions and guidelines.

EQUITY PLATFORM

Providing timely responses for as-needed glass replacement and installation services is critical for Metro's patrons. It ensures elevators are operational and service is reliable and accessible, especially those with disabilities, senior citizens and others, while providing safe and reliable environment to our patrons. Prolonged elevator downtime due to vandalized glass panels causes delays for patrons requiring the use of the elevators to complete their trip. Rail Operations are required to request alternate accessibility services for impacted customers by requesting Access Services which extends trip times for impacted customers, limits access to the rest of Metro's transit system and negatively impacts customer's experience.

Metro customers, including Limited English Proficiency (LEP) customers can report broken glass and vandalism through the Customer Relations numbers posted throughout the rail and bus system. Under Title VI of the Civil Rights Act of 1964, customers have the option of communicating with Metro through a nine (9) different language translation service. Metro also ensures translated signage is posted for those reporting broken glass on the Metro system.

This contract is part of the Small Business Enterprise (SBE) Prime (Set-Aside) Program. Los Angeles Glass Company, Inc., is a Metro certified SBE contractor and made 100% SBE commitment as the Prime.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed broken glass panel board-up and replacement services will ensure providing safe environment to our patrons, accessibility, and service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, operations and customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc., to continue providing broken glass panel board-up, glass replacement and installation services system-wide. In an effort to further enhance service efficiency and cost effectiveness with a focus on safety and customer experience, staff is exploring alternative materials and/or vandalism proof protection to elevator glass that are in compliance with code requirements. Staff will also conduct an in-depth feasibility review and cost-benefit analysis of all possible alternatives to provide safe, timely, reliable and cost-effective glass replacement and installation services. The analysis will review and evaluate the existing practices, available resources, and recommend options along with proposed resources for hiring and training of any additional personnel, and purchase of additional equipment, vehicles and supplies, as necessary. Staff's assessment will utilize an equity lens to ensure that all efforts relative to glass replacement are justifiable and responsive to customer needs, Metro policies and board directives.

ATTACHMENTS

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

Prepared by: Errol Taylor, Deputy Chief Operations Officer (Interim), Maintenance & Engineering, (213) 922-3227
Lena Babayan, Deputy Executive Officer, Facilities Contracted Maintenance Services, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Contracted Maintenance Services, (213) 922-5932

Reviewed by: Bernard Jackson, Acting Chief Operations Officer, Rail (213) 418-8301
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

1.	Contract Number: OP1405120003367		
2.	Contractor: Los Angeles Glass Company, Inc.		
3.	Mod. Work Description: Increase contract authority		
4.	Contract Work Description: Provide glass replacement and installation services for Metro's bus, rail and other Metro facilities system-wide		
5.	The following data is current as of: 1/18/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	8/14/19	Contract Award Amount: \$895,911
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$1,000,000
	Original Complete Date:	8/31/23	Pending Modification (including this action): \$900,000
	Current Est. Complete Date:	8/31/23	Current Contract Value (with this action): \$2,795,911
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: Maral Minasian		Telephone Number: (213) 922-6762

A. Procurement Background

This Board Action is to approve Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. to provide glazier services, including but not limited to, installation and repair of various types of glass panels at Metro bus, rail and other Metro facilities system-wide.

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

In August 2019, Metro awarded a four-year contract to Los Angeles Glass Company, Inc. to provide glass replacement and installation services.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis. Rates that were established as part of competitive contract award in August 2019 shall remain unchanged, are subject to prevailing wage rates set by the State of California and are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Modification Amount
\$900,000	\$900,000	\$900,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

GLASS REPLACEMENT AND INSTALLATION SERVICES/OP1405120003367

Mod. No.	Description	Date	Amount
1.	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	5/31/21	\$ 100,000
2	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	8/16/21	\$ 900,000
3	Increase contract authority to provide as-needed board-up for broken glass panels, glass replacement and installation services system-wide	PENDING	\$ 900,000
	Modification Total:		\$ 1,900,000
	Original Contract:	8/14/19	\$ 895,911
	Total Contract Value:		\$ 2,795,911

DEOD SUMMARY

GLASS REPLACEMENT AND INSTALLATION SERVICES/ OP1405120003367

A. Small Business Participation

Los Angeles Glass Company Inc., a Small Business Prime, made a 100.00% Small Business Enterprise (SBE) commitment. The project is 65% complete and the current level of SBE participation is 100.00%.

Small Business Commitment	100.00% SBE	Small Business Participation	100.00% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Los Angeles Glass Company, Inc. (SB Prime)	100.00%	100.00%
	Total	100.00%	100.00%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2021-0810, File Type: Contract

Agenda Number: 16.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: SHOP TOWELS

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. CY81398000 to JWL Supplies, the lowest responsive and responsible bidder for Shop Towels (Wypalls). The Contract is for a one-year base in the amount of \$735,873, inclusive of sales tax, and a one-year option in the amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054, subject to resolution of protest(s), if any.

ISSUE

Shop towels are used on a day-to-day basis to clean and maintain facilities, equipment, and rolling stock by the rail and bus maintenance and operations departments. Metro staff throughout the agency require the shop towels to maintain safe work environments and the cleanliness of the rail and bus fleet to ensure the highest quality of customer experience when riding Metro. Award of this contract will ensure an adequate inventory of shop towels for bus and rail operations.

BACKGROUND

The Material Management usage reports revealed that on an annual basis approximately 12,000 cases of shop towels were issued throughout the rail and bus operating divisions and at other facilities and work sites to maintain the cleanliness of facilities, equipment, rolling stock, and to ensure safety for our employees. The shop towels purchased under this procurement will be maintained in inventory and managed by Materiel Management.

DISCUSSION

Shop towels have multiple uses which include efforts to meet customer facing and internal cleanliness goals and objectives. The shop towels are used primarily by maintenance personnel at bus and rail divisions. Mechanics, service attendants, and custodians support the use of these shop towels because the product's absorbent qualities and cloth like characteristics are needed to clean surfaces, and to pick up oil and grease. The towels are also used at the operating divisions to clean

the windshields and side windows of buses and rail cars.

The shop towels are used by janitorial staff for the daily cleaning of facilities throughout the Metro system, and for general purpose cleaning functions based on their consumption requirements. The Metro staff whose job functions require the use of shop towels are provided training on the proper use of these materials. Management tracks the consumption of the shop towels using the Maintenance and Materials Management (M3) system to ensure that employees are avoiding waste and using these products responsibly.

The Contract to be awarded is a "requirements type" agreement in which Metro commits to order up to the specified quantity for a specific duration of time, but there is no obligation or commitment for Metro to order all of the shop towels that may be anticipated. The bid quantities are estimates only, with deliveries to be ordered and released as required.

These paper products will be purchased, maintained in inventory and managed by Materiel Management. As the shop towels are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

Award of this contract will ensure that all operating divisions have adequate inventory to maintain the bus and rail fleets, facilities, equipment, and supplies for other general-purpose cleaning and maintenance activities according to Metro Maintenance and facility standards, and OSHA standards.

FINANCIAL IMPACT

The twelve (12) month funding of \$735,873 for shop towels is included in the FY22 budget in various cost centers for Administration and Bus and Rail Operations. The paper products will be funded from each cost center's Material and Supplies budget line item number 50431 under multiple operating projects.

Since this is potentially a multi-year Contract, the Cost Center Managers and respective departments will be accountable for budgeting the cost in future fiscal years.

Impact to Budget

The source of funds for this procurement will come from Federal, State and local funding sources, including fares, that are eligible for Bus and Rail Operating or Capital Projects. These funding sources will maximize the use of funds for these activities given approved funding provisions and guidelines.

EQUITY PLATFORM

This action will ensure Metro has the tools required to accomplish the objectives of Metro's

cleanliness program, which is to ensure our buses, rail cars and rail stations are clean, reliable and safe throughout the Metro system. This action will serve regions in Los Angeles County, including those located in Equity Focus Communities (EFCs).

Bus and Rail riders will benefit from Metro utilizing the shop towels to clean and sanitize what may be their only mode of transportation. Metro's proactive cleaning and sanitizing program will assist underserved communities by minimizing the possibility of contracting a disease or illness such as COVID-19.

The Diversity and Economic Opportunity Department (DEOD) documented a sixty percent (60%) SBE commitment by JWL Supplies and verified that they are meeting the Small Business Prime Set-Aside requirements established for this procurement.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The procurement of shop towels supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The shop towels will assist in maintaining the safety, cleanliness, and reliability of the rail and bus fleet and ensure the highest quality of service to our customers who expect clean vehicles that arrive at their destinations in accordance with the scheduled service intervals for Metro rail and bus operations.

ALTERNATIVES CONSIDERED

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

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. CY81398000 for the procurement of shop towels with JWL Supplies at the one-year base amount of \$735,873 inclusive of sales tax, and the one-year option amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054.

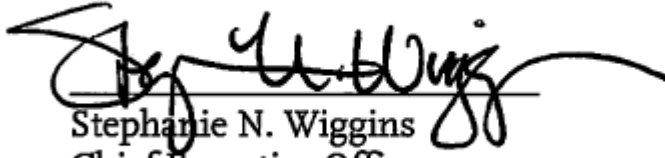
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Harold Torres, Sr. Director Central Maintenance (213) 922-5714
Tanya Allen, Procurement Planning Administrator (213) 922-1018

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

SHOP TOWELS (WYPALLS) / CY81398000

1.	Contract Number: CY81398000	
2.	Recommended Vendor: JWL Supplies, 4569 Don Diego Drive., Los Angeles, CA 90008	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/20/21	
	B. Advertised/Publicized: 10/20/21	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 11/30/21	
	E. Pre-Qualification Completed: 12/30/21	
	F. Conflict of Interest Form Submitted to Ethics: 12/14/21	
	G. Protest Period End Date: 2/22/22	
5.	Solicitations Picked up/Downloaded: 23	Bids/Proposals Received: 3
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. CY81398000 for the procurement of Shop Towels (Wypalls). Board approval of contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) Number CY81398 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of three (3) bids were received on November 30, 2021.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. The three bids received are listed below in alphabetical order:

1. Bash Boy Enterprises Inc. (Bid #1 - Specified Product)
2. Bash Boy Enterprises, Inc. (Bid #2 - Proposed Equal Product)
3. JWL Supplies

Bid #2 from Bash Boy Enterprises, Inc. was deemed non-responsive because they did not follow the approved equal requirements. The recommended firm, JWL Supplies, the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

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

Low Bidder Name	Bid Amount	Metro ICE
JWL Supplies	\$1,521,053.55	\$1,384,516
Bash Boy Enterprise Inc. (Bid #1)	\$1,543,647.78	

D. Background on Recommended Contractor

The recommended firm, JWL Supplies is located in Los Angeles, CA and has been in business for nine (9) years. JWL Supplies has provided similar products for Metro and other agencies including University of California, Los Angeles (UCLA), Dallas Area Rapid Transit (DART), Pomona Unified School District (PUSD), Compton Unified School District (CUSD), California Department of General Services (DGS), US Department of Veteran Affairs Hospital in Long Beach, CA and CBS Studios. JWL Supplies has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

SHOP TOWELS (WYPALLS)/CY81398000

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

JWL Supplies, an SBE Prime Supplier, made a 60% SBE commitment. While the SBE Prime Supplier is performing 100% of the work with their own workforce, only 60% of the cost of materials and supplies can be credited towards its commitment.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	% Committed
1.	JWL Supplies (SBE Prime)	60%
	Total SBE Commitment	60%

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2021-0756, File Type: Contract

Agenda Number: 17.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: PURCHASE OF NINE (9) 35 TON TOW TRUCKS

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. DR81105 with Baatz Enterprises Inc. DBA Tow Industries, the lowest responsive and responsible bidder for nine (9) 35-ton tow trucks for a firm fixed price of \$3,948,479.62 inclusive of sales tax.

ISSUE

This procurement is for the replacement of nine (9) Metro owned and operated 35-ton tow trucks currently operating in support of Bus Maintenance Operations that have exceeded the Metro vehicle replacement policy of 12 years and/or 150,000 miles. The 35-ton tow trucks will support bus towing requirements of the revenue fleet in the Metro bus revenue service area within Los Angeles County.

The purchase of these nine tow trucks will provide Metro Bus Maintenance Operations Bus Divisions with the necessary equipment for the consistent, timely, and effective support and maintenance of Metro revenue bus fleet for the next 12-15 years.

BACKGROUND

Metro currently operates a fleet of thirteen (13) tow trucks. Each Maintenance Division is assigned and operates at least one (1) tow truck to support its respective fleet. This fleet of tow trucks is used to support in-service bus failures that are required to be towed back to the Maintenance Divisions for repair. Bus divisions normally operate over 200 buses that require timely on-street support for repair and tow as necessary. This support is critical for the retrieval and repair of the bus fleet for timely return to revenue service.

Of this fleet of thirteen existing tow trucks owned by Metro, nine trucks are being replaced that have exceeded 12 years of age and/or exceeded 150,000 miles of service. In addition, these nine trucks have been determined unreliable with excessive mechanical failures, costly repairs, and parts are becoming difficult to locate due to the age of the vehicles.

DISCUSSION

The award of this firm fixed price contract with Baatz Enterprises Inc. DBA Tow Industries will replace nine Metro-owned and operated 35-ton tow trucks. These trucks are used for tow and recovery operations at Metro's ten bus operating divisions and for training and central tow operations at Metro's Central Maintenance Facility. These trucks are required to support the bus operations throughout the Metro system, including over 2,200 buses. The nine new tow trucks will replace trucks that have been in operation for approximately 18 years, since 2003. These trucks have experienced reduced reliability in the last few years and have now surpassed their useful life and require replacement.

Three of the nine new tow trucks will be powered by compressed natural gas (CNG) and six powered by diesel fuel. The purchase of three CNG tow trucks aligns with the AQMD Rule 1196, requiring Metro to purchase alternate fuel vehicles to replace heavy-duty diesel-powered vehicles. AQMD Rule 1196 allows purchase of the six (6) new diesel tow trucks to support the retrieval and towing of the 60' Articulated CNG and Electric bus fleets due to the excessive weight of the buses and the towing capability the diesel-powered tow trucks provide. These tow trucks will be distributed to Bus Operating Divisions that operate 60' articulated or electric buses. The CNG tow trucks will be assigned to the bus Divisions that operate standard 40' CNG buses due to the CNG tow trucks having insufficient torque to tow 60' Articulated or electric buses.

To understand the impacts of emissions to the service areas of divisions receiving required diesel Tow Trucks, a comparable analysis from both CNG and diesel trucks was conducted. It was determined that the new diesel tow truck emissions systems are far superior to the tow trucks being replaced. The new diesel tow trucks emit the same levels of Reactive Organic Gas (ROG) and Particulate Matter (PM) emissions as the new CNG trucks. The new CNG tow trucks' Nitrogen Oxide (NOx) emissions are slightly lower; however, the new diesel tow truck NOx levels are 86% lower than the current diesel tow trucks.

DETERMINATION OF SAFETY IMPACT

LA Metro's current tow truck fleet is antiquated, with systems and equipment that is outdated in the heavy-duty truck industry. The purchase of new tow trucks will provide Metro with current state-of-the-art tow trucks that maximize tow truck operator safety.

FINANCIAL IMPACT

A total of \$3,948,479.62 is needed for this action. Budget is contained in Capital Project 208608 - FY22 AQMD 1196 Rule Non-Revenue Vehicles. The Life of Project (LOP) budget is \$9,400,000.00, which is within the project budget.

Since this is a multi-year contract, the Project Manager will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

Funding comes from State and Local sources including TDA4 that are eligible for State of Good Repair (SGR) projects. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide support equipment (tow trucks) that will ensure the bus fleet that serves most regions in Los Angeles County and is a vital life line for many underserved communities can provide reliable transportation services. The nine (9) tow trucks procured will be assigned to Bus Operating Divisions located throughout Los Angeles County, including Downtown Los Angeles, El Monte, Long Beach, and Sun Valley. These tow trucks will be assigned to Bus Operating Divisions in Metro's Equity Focus Communities (EFCs) and per our analysis, delays in the procurement of the new tow trucks will result in higher emissions levels for EFCs.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a SBE or DVBE participation goal for this procurement due to limited suppliers and only one bid submitted for the 35-ton tow trucks.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New Tow Trucks will minimize vehicle maintenance needs, improve safety, and lower emissions by purchasing and deploying CNG and diesel-powered trucks with the latest emission control devices on the market. With this, Metro is exercising good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

Staff considered leasing equipment and/or contracting out tow services. These alternatives are not recommended as this work has historically been performed by Amalgamated Transit Union (ATU) contract personnel. Contracting out this service would conflict with the current LA Metro/ATU Collective Bargaining Agreement. Additionally, staff calculated that the cost of external contracted towing services for one tow truck would equal or exceed the full purchase price of one tow truck in the first five years of operation.

The alternative of retaining the existing tow truck fleet for primary tow services is not recommended. Diminished reliability, high maintenance costs and frequent repairs over the past several years has rendered the use of the existing tow truck fleet a poor alternative for continued operation.

Not purchasing the recommended tow trucks will significantly reduce the ability of the Metro Bus Operations and Maintenance Departments to effectively provide world-class transportation for all.

NEXT STEPS

Following the authorization and execution of the contract, the vendor will begin the manufacturing

process and provide Metro with a production schedule to identify milestones consistent with the scheduled delivery of the equipment 16 to 22 months after award of the contract.

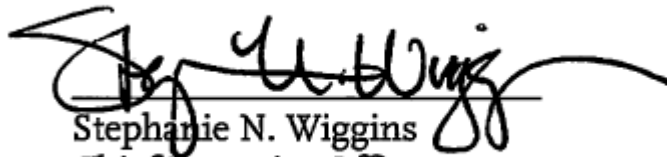
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Sr Director Non-Revenue, (562) 658-0231

Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051
Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

ATTACHMENT A

PROCUREMENT SUMMARY

35-TON TOW TRUCKS, COMPRESSED NATURAL GAS AND DIESEL FUEL

1.	Contract Number: DR81105000	
2.	Recommended Vendor(s): Baatz Enterprises Inc. dba Tow Industries	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 10/1/2021	
	B. Advertised/Publicized: 10/1/21, 10/7/21	
	C. Pre-Bid Conference: 10/12/21	
	D. Bids Due: 11/3/21	
	E. Pre-Qualification Completed: 11/9/21	
	F. Conflict of Interest Form Submitted to Ethics: 11/4/21	
	G. Protest Period End Date: (15 Calendar Days after Notification of Intent to Award) 2/18/22	
5.	Solicitations Picked up/Downloaded: 13	Bids Received: 1
6.	Contract Administrator: Loretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Adam Robertson	Telephone Number: (562) 658-0231

A. Procurement Background

This Board Action is to approve Contract No. DR81105000 to procure nine 35-Ton Tow Trucks, including three (3) CNG and six (6) diesel fuel, to support Metro’s Bus Operations. Contract award is subject to resolution of any properly submitted protest.

The IFB was issued in accordance with Metro’s Acquisition Policy and the contract type is a Firm Fixed Price.

Three (3) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on October 5, 2021, to provide pre-bid conference call-in telephone number and conference ID number;
- Amendment No. 2, issued on October 12, 2021, to update Metro’s Insurance Requirements;
- Amendment No. 3, issued on October 21, 2021, to update Technical Specifications.

A single bid was received on November 3, 2021 and deemed responsive.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro's Acquisition Policy for a competitive sealed bid. A single bid was received and deemed responsive and responsible to the IFB requirements.

The recommended firm, Baatz Enterprises Inc. dba Tow Industries, the single responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

Market Survey

Metro received a single bid and staff conducted a market survey of other firms to determine the reasons for the lack of formal bid responses to this IFB.

13 firms downloaded the solicitation and based on staff's communication with the firms one submitted a bid, one advised pricing was unavailable until the first quarter of 2022, two were subcontractors who indicated the current market was negatively impacted by increased cost of materials and shortage of parts, one did not respond to the market survey, two were bid management companies, four were not vendors or manufacturers, one did not download the solicitation timely to submit a bid, and one downloaded the solicitation to review only.

C. Price Reasonableness

The recommended bid price from Baatz Enterprises Inc. dba Tow Industries is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid in the expectation of adequate price competition. Both Metro and the bidder anticipated there would be more than one acceptable bid submitted. Overall, the total bid price has been determined to be fair and reasonable based upon market conditions and selection of the single responsive and responsible bidder.

The single bid received was recommended for award even though the bid was higher than the independent cost estimate. The price variance is reflective of the Market Survey conducted and the current global market conditions which have been heavily impacted by the COVID-19 pandemic.

The market price of steel has fluctuated to almost double of what it was when the last batch of tow-trucks were purchased. A worldwide semiconductor supply shortage has stalled production within the automotive industry and drastically delayed the delivery timeline of vehicles. In addition, the global logistics landscape of moving goods is heavily burdened by a shortage of manpower combined with an increased cost of fuel driving up the freight cost for these units

Bidder's Name	Total Bid Amount	Metro ICE
Baatz Enterprises Inc. dba Tow Industries	\$3,922,757.26	\$3,453,000.00

D. Background on Recommended Contractor

The recommended firm, Baatz Enterprises Inc. dba Tow Industries, is headquartered in West Covina, California and has over 20 years of experience in providing recovery trucks and towing equipment, including tow trucks, wreckers, car carriers and wheel lifters. Tow Industries was previously awarded a Metro Contract in July 2019 and performed satisfactorily.

DEOD SUMMARY**PURCHASE OF NINE (9) 35 TON TOW TRUCKS / DR81105****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a goal for this solicitation. This procurement is for the purchase of three (3) 35-Ton CNG Tow Trucks and six (6) 35-Ton Tow Trucks for the replacement of vehicles in the current fleet that support Metro bus operations. Baatz Enterprises Inc. DBA Tow Industries did not make a commitment.

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. 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 #: 2021-0582, **File Type:** Informational Report

Agenda Number: 18.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

ISSUE

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

The San Gabriel Valley Service Council has a vacancy created by the passing of one of their members, Arcadia City Councilmember Roger Chandler. The term of the now-vacant seat is July 1, 2021 - June 30, 2024

BACKGROUND

MSCs were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC is responsible for convening public hearings to receive community input on proposed service modifications and rendering decisions on proposed bus route changes considering staff's recommendations and public comments. All route and major service changes that the MSC approves will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

DISCUSSION

The individual listed below has been nominated to fill a vacant seat on the San Gabriel Valley Service Council by the seat’s nominating authorities. If approved by the Board, this appointment will serve out the remainder of the vacant seat’s three-year term. A brief listing of qualifications for the new nominee and the nomination letter from the nominating authority are provided in Attachments A and B.

San Gabriel Valley

- A. Jessica Ancona, San Gabriel Valley Service Council, New Appointment
 Nominated by: Cities of Arcadia, El Monte, and Temple City
 Term: July 1, 2021 - June 30, 2024

Should this nominee be appointed, the San Gabriel Valley (SGV) Service Council membership will compare to the region and the region’s ridership as follows:

Race	Hispanic	White	Asian	Black	Native	Other
SGV Membership/No.	3 (33%)	4 (44%)	2 (22%)	0		0
SGV Resident Demographics	49.90%	17.40%	27.2%	3.2%	0.2%	2.1%
SGV Ridership Demographics	67%	8%	13%	8%	1%	4%

The gender makeup of the Council is as follows:

Gender	SGV Current Membership/No.	Los Angeles County
Men	77.7% (7)	49.7%
Women	22.2% (2)	50.3%

DETERMINATION OF SAFETY IMPACT

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

EQUITY PLATFORM

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region.

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 would be for this nominee not to 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 Council to formulate and submit recommendations to the Board. It would also result in the Service Council 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.

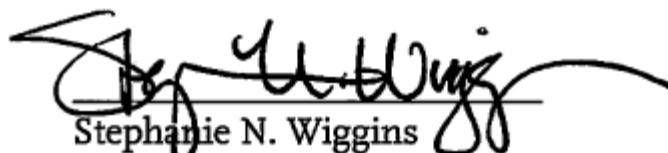
ATTACHMENTS

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

Prepared by:

Dolores Ramos, Manager, Regional Service Councils, (213) 598-9715

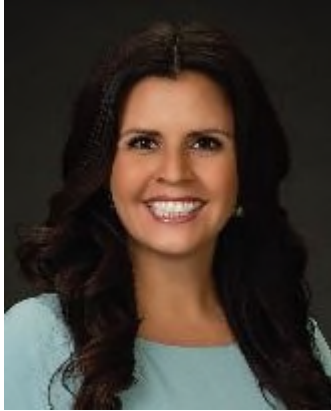
Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus
(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS

Jessica Ancona, Nominee for San Gabriel Valley Service Council



Jessica Ancona is a lifelong resident of the City of El Monte, the youngest of three with two older brothers, and a daughter of hardworking immigrants from Mexico. Ms. Ancona attended public schools in El Monte, earned her bachelor's degree from the University of California, Los Angeles, a Teaching Credential and Master's in Education from Azusa Pacific University, and an Administrative Services Credential from California State Polytechnic University, Pomona. Ms. Ancona is currently a high school assistant principal in the Lynwood Unified School District. Prior to becoming a school administrator she was a high school teacher for 10 years. During her tenure as a teacher, she served as the Foreign

Language Department Chair, Cheer advisor, and Varsity Softball coach.

In 2018, Ms. Ancona was elected to the El Monte City Council. Prior to being elected to the City Council, Ms. Ancona served as a Governing Board Member for El Monte City School District. In 2013, Jessica Ancona was first elected to the El Monte City School District Governing Board, where she served as the President in 2016 and 2017 and Vice President in 2018. Jessica also served as a Delegate Assembly Member for the California School Board Association (CSBA) in 2017 and 2018.

Ms. Ancona is mother to a son who is entering his junior year of college and a daughter who is starting her freshman year in college.

APPOINTING AUTHORITY NOMINATION LETTERS

San Gabriel Valley Service Council



11333 Valley Boulevard
El Monte, CA 91731
(626) 580-2001
amartinez@elmonteca.gov
elmonteca.gov

January 26, 2022

Dolores Ramos
Administrator-Regional Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: NOMINATION TO FILL VACANCY ON THE METRO SAN GABRIEL VALLEY SERVICE COUNCIL

Dear Ms. Dolores Ramos:

Please accept this correspondence to nominate MAYOR JESSICA ANCONA from the City of El Monte as the representative of the cluster cities of Arcadia, El Monte, and Temple City to fill the vacancy on the METRO San Gabriel Valley Service Council (SGV MSC).

The nomination was initiated at the El Monte City Council meeting of January 11, 2022, (Item #16.1), during which the Council unanimously recommended that El Monte Mayor Jessica Ancona be nominated as the representative to the SGV MSC. We have since received consensus from the cities of Arcadia and Temple City in support of Mayor Ancona's appointment to the service council.

We greatly appreciate the METRO Board's consideration of this nomination at its next regularly scheduled meeting. Please contact me at (818) 400-4995 if I you need any further information.

Respectfully,

City of El Monte

Alma K. Martinez
City Manager



Board Report

File #: 2021-0525, File Type: Contract

Agenda Number: 19.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: SECOND GENERATION BUS MOBILE VALIDATORS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING capital project for the purchase and installation of the 2nd generation bus mobile validators and 16-port managed ethernet switches in order to support the All Door Boarding project;
- B. APPROVING and ADOPTING the life-of-project budget of \$18,100,000; and
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 165 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 2900 Second Generation Bus Mobile Validators (BMV's) and installation of BMVs and 16-port managed ethernet switches at Metro contract service locations in the amount of \$9,545,440 increasing the total contract value from \$373,825,899 to \$383,371,339.

ISSUE

All Door Boarding (ADB) is one of the key components in the NextGen Bus Plan to improve transit speed, reliability and customer experience. ADB was successfully piloted with BMVs installed on the J Line (Silver) 910/950 in 2016, Metro Rapid Lines 720 and 754 in 2018. However, these BMVs with 3G cellular technology are reaching obsolescence and will no longer be supported by cellular carriers that have moved to 4G and 5G technologies. The expansion of ADB to Tier One and Tier Two networks as outlined in the NextGen Bus Plan involves the purchase and installation of second generation BMVs by all doors of each bus to process Transit Access Pass (TAP) card fare payments. Metro requires funding authorization and additional contract authority for the acquisition, and installation, of the new BMVs to improve speed reliability and customer experience on these high-frequency bus service corridors.

Purchase and installation of the managed 16-port ethernet switch is a critical component for the implementation of ADB. The ethernet switch allows the new BMVs to connect to the farebox in order to transmit updated bus assignment data and fare tables to the BMVs remotely and instantly without

relying on manual configurations, providing greater operational flexibility to ensure buses can be assigned to different lines on a given service day. The ethernet switch will also allow the new BMVs and fareboxes to connect to the bus router for modern cellular communications. These 16-port managed switches will also be used for the expansion and upgrade of other on-board systems such as the automatic passenger counters (APC), SmartDrive, Vehicle Health Monitoring System HAM, and Hanover Headsign.

On August 19, 2021, the California Transportation Commission (CTC) approved Metro's NextGen Bus Speed & Reliability Improvements for a \$25 million award from the 2020 Local Partnership Program (LPP), plus the local match of \$25 million for a total of \$50 million. \$10 million of this LPP award is allocated for the procurement and installation of the second generation BMVs on the Metro buses assigned to the NextGen Tier One and Tier Two network. The Baseline Agreement with CTC is included in Attachment E.

BACKGROUND

Background

In June 2016, ADB was successfully piloted on the J Line (Silver) 910/950 and subsequently piloted on Metro Rapid Lines 720 and 754, which resulted in reduced bus stop delay and enhanced customer experience. Boarding access to all doors results in a more even distribution of the passenger loading, reduced passenger flow friction between passengers boarding and exiting the front door, particularly when a wheelchair ramps is deployed, and reduced passenger crowding around Metro bus operators.

In 2018, Metro began the process of redesigning the bus system to better meet the needs of current, former and future riders. The NextGen Bus Plan was authorized by the Metro Board in February 2020 for public review. The Plan proposed improvements that would speed up buses, double the number of frequent Metro bus lines and provide over 80% of current bus riders with all day, frequent service. The Plan would also ensure walking distance access to transit for 99% of current riders and improve the waiting experience. Based on the NextGen Bus Study, the primary benefits of All Door Boarding are estimated to be 2.5% travel time savings. ADB would expedite boarding and reduce dwell time at bus stops, and thereby enhancing convenience and reducing travel times for bus riders.

To facilitate ADB on the Tier One and Tier Two corridors outlined in the NextGen Bus Plan, staff applied for and received the allocation of \$817,000 for Bus Operations Subcommittee (BOS) 1% Federal grant in April 2021 for All Door Boarding activities including TAP validators and other speed and reliability improvements. Purchase and installation of new BMVs on Metro buses is one of the four components included in the LPP proposed project request.

DISCUSSION

BMVs are required to support the expansion of ADB, including the installation of BMVs on buses assigned to Tier One and Tier Two networks in order to expedite boarding, reduce dwell times at bus stops and reduce travel times thereby enhancing the customer experience. 60-foot articulated buses would have two BMVs, one in the middle door and one in the rear door while 40-foot and 45-foot buses would have one BMV in the rear door. Customers can also use the existing validator on the farebox by the front door or BMVs by the middle/rear doors as access points for All Door Boarding. Access to all doors also reduces crowding at the front of the bus addressing potential safety concerns raised by our customers and bus operators about maintaining social distancing due to COVID-19 and the latest Omicron variant. All door boarding has been very popular with riders throughout the COVID period for both enhanced safety and convenience.

The new BMVs are more reliable, utilize 4G LTE cellular communications and are open payment ready. The devices and back office can be programmed in the future to accept Visa, Mastercard, American Express and/or Discover. The new devices offer enhanced transaction security and are certified by the Payment Card Industry Data Security Standard (PCI DSS) and Europay, MasterCard, and Visa (EMV) global standard. Attachment D provides additional specifications on the new BMVs.

The new BMVs would also enhance new and equitable initiatives built on the TAP card platform, such as the Fareless System Initiative (FSI), Low Income Fare is Easy (LIFE) and Fare Capping programs as the new BMVs have expanded capacity to deliver over 50% more autoloads than the existing BMVs. The new BMVs also operate more quickly and reliably, thereby enhancing the customer experience as they board the bus.

Installation of the 16-port managed ethernet switch allows for automatic configuring of BMV's to support ADB and enables bus assignments to be uploaded to BMVs automatically without requiring manual configuration by the Maintenance staff at the daily rollout. The installation of ethernet switch would also allow the farebox and BMV to communicate with the back office via the bus router with modern cellular communications. This would result in eliminating the overlapping monthly cellular service fees for fareboxes and BMVs with an estimated savings of \$66,000 monthly or \$792,000 annually.

DETERMINATION OF SAFETY IMPACT

Boarding access to all doors means a more even distribution of the passenger load, reduced passenger flow friction between passengers boarding and exiting at the front door, particularly when a wheelchair ramp is deployed, and reduced passenger crowding around Metro bus operators.

FINANCIAL IMPACT

Total LOP funding in the amount of \$18,100,000 will be included in Cost Center 3151- Service Planning & Scheduling. After completing the capital project, staff currently estimates annual operating costs of \$307,330. This amount will fluctuate as implementation and ADB operation progresses. A summary of LOP capital budget and estimated operating costs is included in Attachment F of this report.

Because this is a multi-year project, the respective Cost Center Manager within Operations will be responsible for ensuring that the future year balance of capital funding, as well as operating funding is programmed and budgeted.

Impact to budget

The source of funds for this project comprises of the \$10 million in LPP, the \$1 million BOS grant included a 20% local match; the balance of the life of project budget will come from Federal, State, and local funds that are bus and rail eligible and available at the time of budget. Funds needed to initiate the system design phase of the project is available in FY2022 annual budget in cost center 3151.

EQUITY PLATFORM

Access to all doors means a more even distribution of the passenger load and fewer crowding conflicts at the front door. ADB also allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board from the other doors. Streamlining boarding due to ADB will reduce crowding on buses, which also can improve onboard security and safety. ADB will better enable physical distancing between customers and between bus operators and customers, which has become imperative in the wake of COVID-19. In addition, ADB will decrease wait times due to faster and more reliable transit service thereby limiting any perceived unsafe and security concerns.

Rear door boarding requires a TAP card for customers to validate their fares on the BMV's. Therefore, cash paying customers will have to board the bus through the front door to pay their fares on the fareboxes. In order to mitigate this limited access to board the bus for cash paying customers, accompanying the rollout of ADB expansion, Metro will implement a countywide public information campaign to communicate the improvement to boarding and TAP only fare payment. Advertisements on shelters, vehicles, social media, billboards and traditional media would be used to convey the new boarding process and benefits of ADB. Transitioning customers from cash to TAP cards will be facilitated through customer education, marketing and community outreach programs. The fareboxes are also programmed to allow customers to purchase TAP cards and add value to their cards.

These improvements in customer experience with the implementation of ADB would benefit transportation equity by providing faster and more reliable bus service to current Metro customers and would increase the competitiveness, and attractiveness of the bus system for new customers.

Additionally, this contract award has made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 86% complete and the current DBE participation is 6.96%, exceeding the commitment by 1.31%.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling and Goal 2: Deliver outstanding trip experience for all users of the

transportation system. This project will improve the speed and reliability of Metro Tier One and Tier Two bus service that runs through the heart of some of the most congested areas in the Los Angeles County with some of the most equity focused communities. Furthermore, this project would enhance transit customer experience in those areas by reducing dwell time and a more even distribution of passenger load to minimize overcrowding in the front of the bus.

ALTERNATIVES CONSIDERED

The alternative to the proposed staff recommendation is to not procure the new BMV's to support ADB Tier One and Tier Two corridors. However, this is not recommended since CTC has already approved funding for Metro's Speed and Reliability Improvements Program with \$25 million for BMVs to implement All Door Boarding (\$10 million) and NextGen Transit Signal Priority Project (\$15 million). Delay to purchase and install BMVs may jeopardize the awarded LLP grant in its entirety. Furthermore, the existing BMV's are obsolete with dilapidated 3G cellular technology no longer supported by cellular carriers and no longer available for purchase. Without the installation of the second generation BMV's on all doors, customers would not benefit from shorter dwell times, and Metro would not be able to transit speed and reliability as quickly, without additional resources.

NEXT STEPS

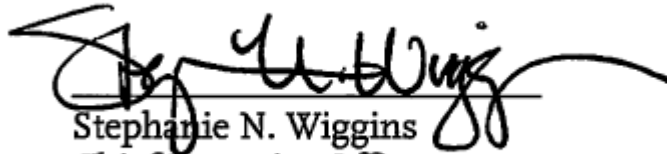
Upon Board approval, staff will execute Contract Modification No. 165 with Cubic Transportation Systems, Inc. and proceed with software design and development of the new BMV's and prioritize the installation on buses assigned to Tier One and Two corridors.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - Cubic Bus Mobile Validator 3.0 Specifications
- Attachment E - LLP Project Baseline Agreement
- Attachment F - LOP and Operating Budget Summary

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

UNIVERSAL FARE SYSTEM / OP02461010

1.	Contract Number: OP02461010		
2.	Contractor: Cubic Transportation Systems, Inc.		
3.	Mod. Work Description: Upgrade existing Bus Mobile Validators (BMVs) for All Door Boarding		
4.	Contract Work Description: Universal Fare System		
5.	The following data is current as of: January 20, 2022		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/20/2002	Contract Award Amount: \$84,003,444
	Notice to Proceed (NTP):	3/7/2002	Total of Modifications Approved: \$289,822,455
	Original Complete Date:	9/1/2007	Pending Modifications (including this action): \$9,545,440
	Current Est. Complete Date:	12/31/2024	Current Contract Value (with this action): \$383,371,339
7.	Contract Administrator: Anush Beglaryan		Telephone Number: (213) 418-3047
8.	Project Manager: Mauro Arteaga		Telephone Number: (213) 922-2953

A. Procurement Background

This Board Action is to approve Contract Modification No. 165 for the procurement and upgrade of 2,900 Bus Mobile Validators (BMV).

Metro has successfully implemented All-Door Boarding (ADB) with first generation BMVs on a few Metro Rapid bus lines. Upon Board approval, Metro will install the latest generation BMVs on all Metro buses including replacing the existing BMVs with the new generation BMVs. Replacement is necessary due to obsolescence of the first generation BMVs. Additionally, 3G cellular communication of the first generation BMVs will no longer be supported by the Telephone Service Provider (TSP).

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

On February 20, 2002, Contract No. OP02461010 was awarded by the Metro Board to Cubic Transportation Systems, Inc. (Cubic). The Contract provides a countywide fare collection system to serve Metro's public transit customers. Cubic developed the NextFare software application and related databases which is the core technology

managing the entire Transit Access Pass (TAP) network consisting of bus and rail equipment and devices. NextFare communicates with all of the fare collection devices including BMVs which contain proprietary intellectual property. Therefore, Cubic is the only company that can provide the necessary BMVs as well as maintain them.

Please refer to Attachment B – Contract Modification/Change Order Log.

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon price analysis, technical evaluation, independent cost estimate (ICE), and negotiations. Metro’s ICE includes a total of 2,586 BMVs, but an additional 314 BMVs are now required, which accounts for the difference between the ICE and the negotiated amount.

Proposal Amount	Metro ICE	Negotiated Amount
\$9,545,440	\$9,459,912	\$9,545,440

CONTRACT MODIFICATION/CHANGE ORDER LOG
UNIVERSAL FARE SYSTEM / OP02461010

Mod. No.	Description	Status	Date	Amount
1	Table X-1 Milestone Changes	Approved	8/19/2002	\$0.00
2	Ticket Vending Machine Soft Keys	Approved	9/4/2002	\$0.00
3	San Fernando Valley BRT, Additional Quantities	Approved	4/13/2004	\$7,454,844
4	Modification to General Conditions	Approved	10/8/2002	\$0.00
5	TVM Third Coin Hopper	Approved	8/22/2003	\$416,858
6	Stand Alone Validator Video Clips	Approved	3/3/2003	\$0.00
7	Gold Line Functional Test Waiver	Approved	2/13/2003	\$0.00
8	Languages Supported	Approved	2/13/2004	\$0.00
9	Modifications to Compensation & Payment	Approved	2/20/2003	\$0.00
10	Smart Card to Smart Card Value Transfer	Approved	3/3/2003	\$0.00
11	SCADA Cable Installation on Gold Line	Approved	3/3/2003	\$48,476
12	Gold Line Functional Test Waivers	Approved	4/8/2003	\$0.00
13	Farebox Coin Dejam	Approved	4/8/2003	\$0.00
14	Change in Milestone Schedule	Approved	4/16/2003	\$0.00
15	Time Extension, Gold Line	Approved	7/1/2003	\$0.00
16	Change from Datastream MP5 to Express Metrix	Approved	7/1/2003	\$0.00
17	Final Design Review, changes in CDRLS	Approved	7/18/2003	\$0.00
18	Deletion of Printer from Hand Held Validator	Approved	1/6/2004	-\$35,252
19	Variable Message Sign	Approved	2/19/2004	\$243,828
20	Changes to Compensation and Payment	Approved	4/7/2004	\$0.00
21	PCMCIA Card Slot use for WAN	Approved	4/13/2004	\$0.00
22	Data Transmission System	Approved	6/22/2004	\$675,000
23	Mifare Card Initialization and Verification	Approved	6/8/2004	\$9,629
24	Farebox Mounting Adapter for NABI Buses	Approved	7/9/2004	\$32,485
25	Provide Regional CDCS	Approved	2/25/2005	\$5,348,335
25.01	Regional CDCS Overhead Rate Adjustment	Approved	1/17/2007	-\$31,621
25.02	Regional CDCS Acceptance Test Participants	Approved	8/7/2008	\$0.00
26	Remove Requirement for Focus Groups	Approved	12/20/2004	-\$111,704
27	Farebox Rotation	Approved	1/4/2005	\$74,967
28	Metro Gold Line Eastside Extension, Fare Equipment	Approved	7/25/2006	\$3,808,722
29	Stainless Steel Panels for TVM Alcoves	Approved	4/25/2005	\$45,521

30	Data Communication Cabling for Orange Line	Approved	6/10/2005	\$41,560
31	(Not Used)			
32	Additional Spare Part Quantities for Eastside Ext.	Approved	7/25/2005	\$15,480
33	Mifare Card Functionality on UFS	Approved	8/15/2005	\$33,105
34	Revisions to Project Schedule	Approved	10/26/2000	\$0.00
35	OCU Mount	Approved	11/15/2005	\$87,634
36	(Not Used)			
37	Deductive Change for Line 1.36	Approved	4/6/2007	-\$33,116
38	Installation of Third TVM and Relocation of Two SAVs and Blue Line Willow Station	Approved	7/6/2006	\$10,084
39	Upgrade the CDCS System from IB SSA Disk Storage Subsystem to Fiber Disk	Approved	10/2/2006	\$20,000
40	UFS Equipment for Expo Line	Approved	2/16/2007	\$5,197,204
41	(Not Used)			
42	(Not Used)			
43	HHV, PMOS and CPOS Interim Maintenance Deductive Change	Approved	2/16/2007	-\$162,628
44	UFS Additional Quantities for Contracted Services	Approved	2/16/2007	\$2,499,916
45	Replace Go-Cards with Mi-Fare Cards	Approved	2/16/2008	-\$1,157,850
46	Relocation of Data Probes and Receive Vaults at Division 7	Approved	4/9/2007	\$29,787
47	Revisions to US Base and Regional Manuals for Release to ACS	Approved	4/23/2007	\$46,000
48	Expo Line, Pico Station Infrastructure	Approved	7/18/2007	\$18,542
49	Relocation of UFS Lab Equipment	Approved	6/2/2008	\$106,905
50	Expo 7 th and Metro Additional Infrastructure	Approved	8/30/2007	\$81,719
50.01	Expo 7 th and Metro Infrastructure Deductive change	Approved	8/30/2007	-\$30,173
51	Handheld Validator Holster	Approved	10/16/2007	\$6,184
52	Installation and Testing of Farebox at Transportation Concepts	Approved	3/6/2008	\$16,091
53	Relocate OCUs on Ford Cutaways and MST Buses at Contracted Services	Approved	5/14/2008	\$79,170
54	Installation of one Farebox and Testing for two Fareboxes at Contracted Services	Approved	5/27/2008	\$18,842
55	UFS Quantity Adjustments	Approved	10/9/2008	\$0.00
56	Contracted Bus Service Equipment Change	Approved	12/3/2008	\$36,704
57	Installation and Acceptance Testing of One Farebox at First Transit	Approved	12/19/2008	\$3,040

58	Provide UFS Equipment for Expo from Culver City to Venice/Robertson Aerial Station	Approved	3/4/2009	\$304,246
59	Regional CDCS Electrical Power Reconfiguration	Approved	2/9/2009	\$17,186
60	Rail Equipment Warranty and Bus Equipment Warranty	Approved	2/19/2009	\$0.00
61	TAP Enables Turnstile Fare Gates for Rail Stations	Approved	4/9/2009	\$10,000,000
62	Provide UFS Equipment for Expo Truesdale Station	Approved	3/4/2009	\$284,167
63	System Support Services	Approved	6/8/2010	\$33,988,558
63.01	SSS, Additional Costs	Approved	3/22/2013	\$677,631
63.02	SSS, Orange Line Credits	Approved	3/22/2013	-\$58,243
63.03	SSS, One-year Extension	Approved	3/22/2013	\$8,148,263
64	\$5 Dollar Bill handling Unit for Fareboxes and TVMs	Approved	7/27/2009	\$304,658
65	Installation of Additional SAVs for Eastside Extension	Approved	1/4/2010	\$34,077
66	Relocation of Wing Gate at MRL Wilshire/Normandie Station	Approved	2/2/2010	\$18,905
67	(Not Used)	Approved		
68	UFS Equipment for Orange Line Extension	Approved	11/2/2010	\$2,749,476
68.01	Transfer Maintenance Dollars to 63.01	Approved	1/25/2013	-\$677,631
68.02	UFS Equipment for Orange Line Extension, Credits	Approved	3/22/2013	-\$10,982
69	Additional TVM at Aviation Greenline Station	Approved	4/2/2010	\$13,031
70	TAP Card Physical Testing	Approved	4/28/2010	\$41,844
70.01	TAP Card Physical Testing	Approved	3/22/2013	\$12,658
71	Concession Light Functionality	Approved	6/30/2010	\$96,726
72	(Not Used)	Approved		
73	API Test Server Imaging	Approved	9/9/2010	\$45,024
74	Contract Services Relocation	Approved	11/1/2010	\$33,854
75	Limited Function Sales Office Terminals, Increase Quantity	Approved	2/15/2011	\$993,795
76	CISCO ASA Acquisition and Implementation for API Test and Production Servers	Approved	2/28/2011	\$59,209
77	Cubic LU Key Installation	Approved	3/3/2011	\$69,097
78	Updates Farebox Configuration to Support ARUB Wireless Security Data Transfer	Approved	3/3/2011	\$40,204
79	Relocation of UFS Test Lab Equipment	Approved	4/25/2011	\$80,911
80	7 Byte UID Support	Approved	4/20/2011	\$362,069

81	Fare Gate Fencing Installation Modifications, North Hollywood and Avalon Stations	Approved	4/25/2011	\$24,004
82	Additional TVM at Hollywood/Western Redline Station	Approved	4/25/2011	\$15,531
83	Purchase Drive Control Unit Light Validators DCU-LV	Approved	4/25/2011	\$363,492
84	Install TVMs at Three Metro customer Centers	Approved	6/6/2011	\$386,680
85	Cubic Modification to Gate Software/Locking Commands	Approved	6/29/2011	\$111,188
86	UFS Equipment for Expo Phase I Farmdale Station	Approved	7/26/2011	\$415,184
87	Relocation of TVMs at the Green Line Long Beach Station	Approved	8/25/2011	\$15,909
88	Mobile Validator Non-Recurring Engineering System Development	Approved	10/12/2011	\$611,677
89	Expo Pico Station North Platform TVM/SAV Work	Approved	3/5/2012	\$17,592
90	Deletion of Contract Line Items 1.03, 1.04 & 1.33	Approved	2/15/2012	-\$20,622
91	Orange Line Installation of 12 Metro Provided SAVs	Approved	2/15/2012	\$34,483
92	(Not Used)			
93	(Not Used)			
94	System Support Services, Six Year Extension	Approved	7/1/2013	\$55,000,000
94.01	(Not Used)			
94.02	System Support Services for Expo II and Foothill Extension	Approved	3/2/2015	\$1,152,749
94.03	Maintenance Support Services for 54 TVMs	Approved	4/14/16	\$838,211
95	UFS Equipment Storage Costs	Approved	6/13/2012	\$4,129
96	Faregating, Three Additional Swing Gates	Approved	2/4/2013	\$44,611
97	Green Line Faregating Additional Fire Key Switches at Vermont Station	Approved	4/1/2013	\$8,392
98	Emergency Swing Gate Upgrades	Approved	4/15/2013	\$252,145
99	Removal of TVM from Wilshire/LaBrea Customer Center	Approved	10/8/2013	\$4,883
100	Supplying and Supporting a Turn Key Mobile Validator System	Approved	7/1/2013	\$2,996,113
101	Bus Division Vault Relocation	Approved	8/1/2013	\$995,940
102	Install One TVM at East Portal Customer Service Center and One at Culver City Station	Approved	10/8/2013	\$252,905
103	El Monte Bus Facility TVMs	Approved	10/15/2013	\$474,753

104	Fare Gate Consoles for Expo 2, Colorado/4 th Street Station	Approved	5/26/2014	\$380,000
105	TVM and SAV Relocations	Approved	12/16/2013	\$1,456,632
106	Modification to Nextfare to Allow For Segregation of Facility Specific Data	Approved	1/29/2014	\$647,869
107	Passback Modification	Approved	2/18/2014	\$70,301
108	UFS PCI Compliance	Approved	10/23/2014	\$9,015,319
109	Service Provider Support	Approved	6/14/2014	\$66,777
110	Autoload Segregation by Muni	Approved	6/30/2014	\$111,707
111	SAV Three Distinct Tones	Approved	8/4/2014	\$46,634
112	Modify TAP Vending Machine to Improve Purchases	Approved	8/4/2014	\$250,000
113	ADA TVM Upgrades for CN No. 162 and 150 Replacement TVMs	Approved	8/5/2014	\$416,815
114 A	UFS Equipment for Gold Line Foothill Extension	Approved	8/25/2014	\$1,878,756
114 B	UFS Equipment for Expo Phase	Approved	8/25/2014	\$3,783,200
115	FBX External Interface Spec Changes	Approved	8/19/2014	\$20,488
116	Willowbrook Station Blue Line SAVs	Approved	11/19/2014	\$62,882
117	TAP-In, TAP-In, Transfer Gate	Approved	11/19/2014	\$88,598
118	Virtual Gate Arrangement of SAVs at Gold Line Union Station Entrance	Approved	11/19/2014	\$84,964
119	Conversion of Expo 1 Aerial Stations to Fare Gates	Approved	3/2/2015	\$3,077,952
120	Change in Service Level Agreement for TVM & GC Network Additions at No Cost	Approved	3/2/2015	\$0
121	Emergency Swing Gate External Alarm Mode	Approved	11/19/2014	\$0
122	Installation of Colorado & 4 th Faregates & ESGs	Approved	3/2/2015	\$163,143
123	OCDC Replacement Equipment Software and Installation	Approved	5/12/2015	\$681,068
124	Expo One Claim No. 1 Settlement	Approved	5/26/2015	\$19,648
125	UFS Global Network, Change for Credit/Debit Processing at TVM	Approved	5/12/2015	\$52,735
126	Metrolink Integration Support	Approved	5/12/2015	\$56,073
127	Metro Network Assistance	Approved	5/12/2015	\$48,758
128	Division 13 Bus Operations TVMs	Approved	5/12/2015	\$99,401
129	Fare Equipment Changes at MRL North Hollywood Station	Approved	5/12/2015	\$577,401
130	Installation of Additional TVM at MRL Civic Center Station North Entrance	Approved	7/15/2015	\$21,593
131	Relocate One TVM From Hawthorne to Hollywood	Approved	9/2/2015	\$31,983
132	Service Provider Support – Deductive Change (Mod 109)	Approved	6/13/2015	-\$66,777
133	Additional Emergency Swing Gate for Expo 2	Approved	6/3/2015	\$10,970

134	Metrolink Support for LU Encoding	Approved	10/7/2015	\$13,666
135	Emergency Swing Gate Hinge Post Substitution at Expo 2 Bundy Station – No Cost Change	Approved	10/21/2015	\$0
136	Relocation of TVMs at MGL Artesia Station	Pending		\$0
137	(Not Used)			
138	Vertiba Support (Salesforce – CRM)	Approved	8/20/2015	\$9,671
139	Regional Inter Agency Transfer Policy Change	Approved	1/21/2015	\$435,000
139.01	Regional Inter Agency Transfer (IAT) Policy Change	Approved	7/15/16	\$480,000
140	54 TVMs, purchase and install	Approved	4/14/16	\$5,194,834
141	(Not Used)			
142	Network, back office station configuration and IAT support	Approved	4/25/17	\$14,578
143	Reduction in monthly PM services	Approved	5/8/17	(\$404,550)
144	20 BMV Install Kits	Approved	5/8/17	\$10,310
145	Sales, Use, Activate, Initialize and read transactions into Nextfare	Approved	5/25/17	\$0
146	TVM Screen Flow Phase 2	Approved	6/30/17	\$475,000
147	Revisions to Mod 140/CN 185.03 TVM Deployment Scope of Work	Approved	8/28/17	\$0
148	405 BMVs and 480 Install Kits	Approved	11/20/17	\$990,059
149	UFS Equipment for Crenshaw/LAX	Approved	12/1/2017	\$5,920,997
150	CPA Change to Include Terminal ID	Approved	10/18/17	\$45,487
151	UFS Equipment for Regional Connector	Approved	12/1/2017	\$3,316,556
152	TAP System Patching	Approved	4/4/18	\$165,337
153	Network Back Office Configuration	Approved	4/12/18	\$37,222
154	TAP System Wide Upgrades	Approved	6/28/18	\$22,104,750
155	TAP System Support Services	Approved	4/25/19	\$68,220,642
156	Latitude/Longitude to A102 Reports	Approved	6/29/18	\$14,994
157	Willowbrook/Rosa Parks Station Improvements	Approved	10/25/18	\$2,622,560
158	Net Backup DPOO License & Support	Approved	6/7/2019	\$55,281
159	Procure Additional BMVs	Approved	6/27/2019	\$434,680
160	Q-Radar License Renewal	Approved	5/14/2020	\$53,647
161	Additional ITS Network Equipment/Regional Connector Project	Approved	7/23/2021	\$57,860
162	Additional ITS Network Equipment/CLAX Station	Approved	7/23/2021	\$124,591
163/163.01	UFS Equipment for Purple Line Extension, Phase 1 Project	Approved	10/1/2021	\$4,038,756
164	Fare Capping Project	Approved	10/22/2021	\$5,662,667
165	Replacement of BMVs for All Door Boarding	Pending	Pending	\$9,545,440
	Modification Total:			\$299,367,895

	Original Contract:			\$84,003,444
	Total Contract Value:			\$383,371,339

DEOD SUMMARY

SECOND GENERATION BUS MOBILE VALIDATORS/OP02461010

A. Small Business Participation

Cubic Transportation Systems, Inc. made a 5.65% Disadvantaged Business Enterprise (DBE) commitment. The project is 86% complete and the current DBE participation is 6.96%, exceeding the commitment by 1.31%.

The Universal Fare System (UFS/TAP) Base Contract #OP-02-4610-10 was awarded in 2002 in the amount of \$84,003,444 to Cubic Transportation System, Inc. The base contract requirements were for the design, manufacturing, site preparation, installation and testing of a turnkey fare collection system.

TAP has long since transitioned out of the development phase of the contract. TAP now manages the Operations and Maintenance (O&M) phase of the program. Under the O&M phase, Cubic continues to meet and exceed its DBE goals, notwithstanding many of the original subcontractors have completed their scope of work and are no longer part of the current phase.

Small Business Commitment	DBE 5.65%	Small Business Participation	DBE 6.96%
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	American Alloy Fabrication	Caucasian Female	0.25%	0.28%
2.	Lows Enterprises	Black American	0.13%	0.03%
3.	TechProse	Caucasian Female	0.41%	0.05%
4.	Robnett Electrical	Black American	2.53%	6.24%
5.	Priority Manufacturing (GFI)	Caucasian Female	0.93%	0.03%
6.	J-Tec Metal Products	Hispanic American	0.13%	0.03%
7.	KLI, Inc.	Asian-Pacific American	0.25%	0.08%
8.	Kormex Metal Craft	Asian-Pacific American	1.02%	0.22%
	Total		5.65%	6.96%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

Features

- Accepts EMV open payments with contactless bankcards and mobile wallets, account based payments, agency-branded smartcards, virtualized smartcards and barcode tickets
- EMVCo L1 certified with L2 certifications for Visa, Mastercard, Amex and Discover
- Ultimate in EMV open payment security, plus PCI PTS ready and full P2PE capability
- Bright, full color LCD display with audible alerts for clear passenger and driver feedback
- Vehicle wired connectivity, with options for wireless 4G LTE, Wifi, Bluetooth Classic and Bluetooth Low Energy
- Powerful 1.6GHz ARM Cortex Quad-Core processor with 2GB DRAM, and 16GB of memory for faster payment
- Touchscreen option where passenger input is required



Cubic Validator 3.0

The Cubic Validator 3 collects passenger payments on board buses and trams. Contactless bankcards and mobile wallets are accepted, with barcode tickets and agency-branded smartcards. Any media or credential, physical or virtual, can be used for account-based travel. With Cubic Validator 3, transportation operators deploy new and secure open payment schemes rapidly, in the knowledge that existing ticketing and payment schemes can be supported.

Success with open payments means a guarantee of payment security and a proven path to brand certification. The validator is EMV L1 certified with EMV L2 certifications for Visa, Mastercard, Amex and Discover, and will support PCI PTS certification on request. When deployed with a PCI DSS certified payments module such as the Cubic Payment Application, the validator offers proven P2PE certified payments for the ultimate in transaction security.

Fast boarding times are essential for on-time arrival, increasing ridership and driving revenue. The validator's powerful processor guarantees rapid and accurate validation, and with clear signage, a large screen, and built-in speaker for audible feedback, each passenger is guided quickly through boarding and payment.

Our customers also require flexibility. Options include a large touchscreen display, barcode reader, cellular 4G LTE communications, WiFi and Bluetooth Classic and Low Energy. The validator is also available in a range of colors to reinforce our customers' branding.

Specifications

PHYSICAL	
Dimensions	230 x 175 mm (H x W); < 100mm depth to pole
Weight	1kg
Material	Polycarbonate, vinyl decal, glass
Voltage	8 - 36 VDC
Power Over Ethernet (PoE)	Yes
Power Conditioning	Supports vehicle power, graceful shutdown, low voltage protection
Average Power Dissipation	< 11 W peak, approx. 7 W average
Operating Temperature	-27°C to 65°C
Storage Temperature	-30°C to 80°C
Relative Humidity	10-97% non-condensing
Protection	IP54 & IK08
CAPACITY	
Processor	Quad core 1.6 GHz Cortex
RAM	2 GB
Storage	32GB with 16GB available at a time (A/B side)
Expansion Ports	2 x USB 2.0 (not available while pole mounted); Serial RS232/RS485 (software selectable); Micro SD card for additional memory capacity
SAM Slot	2 from TR4 Secure Board, 2 from Application Board
Operating System	Linux OS kernel version 5.4
USER INTERFACES	
Display	Full color, 5" LCD, 800 nits, anti-reflective/anti-glare, 640 x 480 resolution
Touchscreen	Option
Speaker	Yes
INTERFACE OPTIONS	
Wired Interfaces	Ethernet 1000 Mbit RJ45
WiFi	WiFi: IEEE 802.11 a/b/g/n
Bluetooth	Bluetooth®: 4.1, Classic and Low Energy
WAN	4G cellular: LTE and LTE/HSPA (Optional)
GPS	Multi-constellation GNSS with untethered 3D inertial dead reckoning
FARE MEDIA ACCEPTANCE	
Media NFC Support	MIFARE® DESFire EV1, EV2 MIFARE® Ultralight C MIFARE® Classic, Ultralight, Plus
Open Payment Security	EMVCo L1 Certified EMVCo L2 Certified for: Visa® Contactless Payment Specification (VCPS) MasterCard® M/Chip Discover® Network D-PAS
Barcode	Linear and 2D barcodes, including QR Code and Aztec Code
<i>In the interests of product improvement Cubic reserves the right to change the above specification without notice.</i>	

MIFARE® DESFire EV1 and EV2 are registered trademarks of NXP.
MIFARE® Ultralight C is a registered trademark of NXP.
MIFARE® Classic, Ultralight, and Plus are registered trademarks of NXP.
MasterCard® M/Chip is a registered trademark of MasterCard Worldwide.

Bluetooth® is a registered trademark of Bluetooth SIG, Inc.
Discover® Network D-PAS® is a registered trademark of Discover Financial Services.
Visa® Contactless Payment Specification (VCPS) is a registered trademark of VISA.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

NextGen Bus Speed & Reliability Improvements

Resolution LPP-P-2122-03B

(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *NextGen Bus Speed & Reliability Improvements*, effective on, August 19, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Los Angeles County Metropolitan Transportation Authority*, and the Implementing Agency, *Los Angeles County Metropolitan Transportation Authority*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *NextGen Bus Speed & Reliability Improvements*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution # G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated December 2, 2020
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Los Angeles County Metropolitan Transportation Authority agrees to secure funds for any additional costs of the project.
- 4.6 The Los Angeles County Metropolitan Transportation Authority agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Los Angeles County Metropolitan Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

- The four project components have been revised to organize work by contract activity and to focus LPP-C funds on two components and local match funds on the other two components. The overall total project budget, match commitment and schedule has not changed.
- The proposed funding plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

NextGen Bus Speed & Reliability Improvements

Resolution LPP-P-2122-03B

Fanny Pan

Digitally signed by Fanny Pan
Date: 2021.06.29 09:40:34 -07'00'

Stephanie N. Wiggins

Date

Chief Executive Officer

Project Applicant

Fanny Pan

Digitally signed by Fanny Pan
Date: 2021.06.29 09:40:48 -07'00'

Stephanie N. Wiggins

Date

Chief Executive Officer

Implementing Agency

Tony Tavares

Digitally signed by Tony Tavares
Date: 2021.07.19 13:21:20 -07'00'

Tony Tavares

July 19, 2021

Date

District Director

California Department of Transportation



Toks Omishakin

9.10.21

Date

Director

California Department of Transportation



Mitchell Weiss

9/28/21

Date

Executive Director

California Transportation Commission

ROAD REPAIR AND ACCOUNTBILITY ACT OF 2017
LOCAL PARTNERSHIP COMPETITIVE PROGRAM
PROJECT BASELINE AGREEMENT
NextGen Bus Speed & Reliability Improvements

Exhibit A:
Project Programming Requests

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/03/2021 16:44:16
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			5755A	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen LADOT Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion

Location (Project Limits), Description (Scope of Work)

Original - Purchase and installation of 2,500 Transit signal priority transponders (TSP) on the undercarriage of buses to communicate with loop detectors at intersections in the City of Los Angeles Tier One corridors.

Revised - The development/implementation of an upgraded Wireless Cloud-Based Transit Signal Priority (TSP) system, the addition of 200 traffic signals to the wireless system with Ethernet communication on the NextGen Tier one Corridors in the City of Los Angeles and upgrade the software on over 2,500 Transit Metro buses to allow them to communicate with the Wireless Cloud-Based TSP systems along the NextGen Tier 1 Corridors within the City of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 50,51,53,54,39,43,59,45,46,62	Senate: 33,18,35,24,26,27,30	Congressional: 33,34,37,39,40,43,28,30
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/01/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	02/01/2021	05/01/2021
Draft Project Report	02/02/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	02/28/2021	06/30/2021
Begin Design (PS&E) Phase	03/01/2021	06/01/2022
End Design Phase (Ready to List for Advertisement Milestone)	03/15/2021	04/01/2023
Begin Right of Way Phase	03/01/2021	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	03/02/2021	08/03/2021
Begin Construction Phase (Contract Award Milestone)	10/01/2021	06/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	09/30/2022	12/31/2025
Begin Closeout Phase	10/10/2022	01/01/2026
End Closeout Phase (Closeout Report)	12/31/2022	06/30/2026

Date 08/03/2021 16:44:16

Purpose and Need

Original - The Los Angeles Department of Transportation has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles. This system requires buses to be equipped with transponders to trigger the signal to allow buses to proceed through intersections with priority. Currently, only Metro Rapid (Red) buses have these transponders. Based on the NextGen Transit First Service Plan, Metro is phasing out the Metro Rapid system in favor of a new high-frequency Tier One network that is more extensive than the Rapid system and will use all types of Metro buses. Therefore, all Metro buses need to have TSP transponders to benefit from signal priority.

Revision - LADOT has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles. Based on the NextGen Transit First Service Plan, Metro is phasing out the existing Metro Rapid system in favor of a new high-frequency Tier One network that is more extensive than the existing rapid system and will use all types of Metro buses. This project will upgrade the loop-based technology to GPS-Wireless technology using Internet Cloud Service TSP system to improve performance and reliability and reduce maintenance to the TSP system. Additionally this project will add an additional 200 intersections to the Internet Cloud Service TSP system along the NextGen Tier 1 Corridors, upgrade the Ethernet communication system for 200 intersections and install software on over 2,500 Metro buses to allow all those buses to use the Internet Cloud Service TSP system.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Software and hardware systems	EA	2,500
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	200

Date 08/03/2021 16:44:16

Additional Information

Original Benefits and Outputs:

Equipping all Metro buses with TSP transponders will reduce travel time for buses operating on high frequency corridors that have TSP within the City of Los Angeles, as they significantly reduce wait times for buses at signalized intersections. As Metro and LADOT expand TSP infrastructure, all Metro buses will be able to take advantage of the time savings provided by this infrastructure.

Revised Benefits and Outputs:

This project will provide Metro buses in the Tier 1 Corridors with the benefits of reduced travel time and increased schedule/headway adherence. The new Wireless Cloud-Based TSP Service will also reduce the maintenance efforts needed to keep the TSP up and running. Further, it would establish a platform in the future for all Metro buses to receive priority treatments at any of the signalized intersections within the City of Los Angeles.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We did not increase the project budget but we moved \$14 mil of LPP funds into this PPR and removed \$500,000 in local money increasing this component budget from \$1.5 mil to \$15 mil. We did extend the end of the Construction and Closeout dates to accommodate the revised work. This component was revised to combine the City of LA signal priority elements with improvements to the communication software on the 2,500 Metro buses.

The PPR updates the project title & description and the category and outputs to better reflect the actual work to be completed in the component. Additionally, the project schedule was updated to reflect the actual environmental approval time line and the revised the design and construction timelines. We also note that this project component will have no ROW work completed.

We changed the project title from NextGen Transit Signal Priority transponders to NextGen LADOT's Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion to better reflect work to be completed in this component.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Complete this page for amendments only

Date 08/03/2021 16:44:16

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755A

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/03/2021 16:45:32	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
07			5755B	Los Angeles County Metropolitan Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Los Angeles							
				MPO	Element		
				SCAG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Vincent Lorenzo			213-418-3419	lorenzov@metro.net			

Project Title

NextGen Bus Mobile Validators for All-Door Boarding

Location (Project Limits), Description (Scope of Work)

Purchase and installation of 2,900 bus mobile validators (BMV) on Metro buses that operate on Tier One and Two high frequency corridors in Los Angeles County to enable all-door boarding.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,66,39,41,43,45,46,48,49,50,51,53 Senate: 32,33,18,35,22,24,25,26,27,30 Congressional: 33,34,37,40,43,28,44,29,30

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/28/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	03/01/2021	05/01/2021
Draft Project Report	03/02/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	03/03/2021	06/30/2021
Begin Design (PS&E) Phase	03/30/2021	10/15/2021
End Design Phase (Ready to List for Advertisement Milestone)	02/28/2023	02/28/2023
Begin Right of Way Phase	03/01/2023	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	03/02/2023	08/03/2021
Begin Construction Phase (Contract Award Milestone)	03/30/2023	10/15/2021
End Construction Phase (Construction Contract Acceptance Milestone)	03/30/2024	03/30/2024
Begin Closeout Phase	04/01/2024	04/01/2024
End Closeout Phase (Closeout Report)	05/01/2024	05/01/2024

Date 08/03/2021 16:45:32

Purpose and Need

Metro is proposing to expand All Door Boarding (ADB) to all buses that operate on the highest frequency Tier 1 and Tier 2 routes. ADB will expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. The expansion of ADB involves the purchase and installation of bus mobile validator (BMV) devices by all doors of each bus to process TAP fare payments. 60-foot articulated buses will have three access points (front, middle, and rear) and 40 and 45-foot buses will have two access points (front and rear).

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Software and hardware systems	EA	2,900

Date 08/03/2021 16:45:32

Additional Information

Benefits and Outputs: All Door Boarding will expedite boarding and reduce dwell time at bus stops, thereby improving the speed of bus service on Metro bus routes. Access to all doors also means a more even distribution of the passenger load, a reduction of boarding-related safety hazards and fewer opportunities for customer injuries. Additionally, ADB allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board in the rear. Further, ADB will better enable social distancing between customers and between customers and bus operators.

Explanation of PPR Revisions:

Although we have revised the components of the NextGen project, this component and PPR only require one revision. We had to revise the Category and Output section because it was incorrectly stated as Rail-Multi modal and it should be TMS. The funding mix was revised to fund the component 100% with LPP funds and will be matched by other locally funded components.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755B

Project Title
 NextGen Bus Mobile Validators for All-Door Boarding

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON			10,000					10,000	Los Angeles County Metropolitan Tra
TOTAL			10,000					10,000	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Fund #1:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding (\$1,000s)								30.10.724.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									LPP revenues funding this component will be matched by local revenues funding the NextGen Countywide Wireless Transit Signal Priority Upgrade Component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Complete this page for amendments only

Date 08/03/2021 16:45:32

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755B

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

Reason for Proposed Change

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	08/03/2021 17:29:03
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
07			5755D	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen Bus Priority Lanes on LA Streets

Location (Project Limits), Description (Scope of Work)

Original - Design and implementation of bus priority lanes and other operational improvements on up to 80 lane miles of streets of LA Metro's Tier One network in the City of Los Angeles.

Revised - Design and implementation of bus priority lanes and other operational improvements to 80 lane miles of streets of LA Metro's Tier One network in Los Angeles county, with a majority of these streets within the City of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 50,51,53,54,39,43,59,45,46,62	Senate: 33,18,35,24,26,27,30	Congressional: 33,34,37,39,40,43,28,30
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	12/01/2020	01/01/2021
Circulate Draft Environmental Document Document Type CE	03/31/2021	05/01/2021
Draft Project Report	04/15/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	06/01/2021	06/30/2021
Begin Design (PS&E) Phase	06/30/2021	09/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	10/01/2021	12/31/2022
Begin Right of Way Phase	10/01/2021	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	10/02/2021	08/03/2021
Begin Construction Phase (Contract Award Milestone)	06/30/2021	01/02/2023
End Construction Phase (Construction Contract Acceptance Milestone)	12/31/2023	06/30/2024
Begin Closeout Phase	01/31/2024	07/01/2024
End Closeout Phase (Closeout Report)	03/30/2024	12/31/2024

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Purpose and Need

In recent years, the primary contributor to slow speeds and poor schedule reliability on Metro’s bus system has been growing traffic congestion on city streets. This congestion directly increases Metro’s operating costs and reduces the quality of the service that Metro can afford to provide. In response, Metro’s NextGen Transit First Plan will reorganize bus corridors into four tiers of service standards. The Tier One corridors will have the highest frequency of service and will operate on transit priority streets. Converting curb lanes to bus priority lanes on some of these streets will improve service speed and reliability by allowing buses to bypass vehicular congestion.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Slow vehicle lanes	Miles	80

Date 08/03/2021 17:29:03

Additional Information

Benefits and Outputs:

Providing high-quality transit options with consistent, and competitive, travel times is the single most important step Metro can take to retain and grow ridership, increase the carrying capacity of local roadways, and shift regional travel patterns toward more efficient modes. Installing new bus lanes will allow Metro's highest frequency buses as well as municipal bus operators to move unencumbered through the core of the City of Los Angeles. Converting curb lanes to bus lanes has also been shown to improve safety through crash reduction.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We have not increased the budget or asked for additional time to complete the project but we have moved out the construction completion date and end closeout date to reflect the time frame for the revised work being completed in this component. Additionally, we have revised the funding plan and programmed all of the funds for this work from Prior, FY21/22 and FY22/23 to FY 21/22 due to reflect program year instead of cashflow. We have removed \$8 mil in LPP Funds and added an additional \$7 mil in local funds to the current \$8 mil in local funds. We have now reduced the budget from \$16 mil to \$15 mil and programed all \$15 mil in local funds to 21/22 to serve as match to LPP funded components.

This PPR updates the project title, description and the category and outputs page to better reflect the work to be completed in this component. Additionally the project schedule was updated to reflect the actual environmental approval date and the revised design and construction timelines. We also note that this project component will have no ROW work completed.

Additionally, we changed the project title from NextGen Bus Speed Improvements for LA Streets to NextGen Bus Priority Lanes on LA Streets to reflect the activities to be implemented.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	8,761,000	0	8,761,000
			Hours per Capita	438,050	0	438,050
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO ₂)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO _x)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO _x)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Complete this page for amendments only

Date 08/03/2021 17:29:03

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755D

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) YES NO Date 08/03/2021 17:28:03

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
07			5755C	Los Angeles County Metropolitan Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Los Angeles					
				MPO	Element
				SCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Vincent Lorenzo			213-418-3419	lorenzov@metro.net	

Project Title

NextGen Countywide Wireless Transit Signal Priority Upgrade

Location (Project Limits), Description (Scope of Work)

Original - Purchase, design and installation of transit signal priority infrastructure on at least 200 intersections and replace wireless transit signal priority infrastructure on at least 300 intersections in the Tier One Network in County of Los Angeles.

Revised - Purchase, design and installation of transit signal priority infrastructure on at least 300 intersections in the Tier One Network in the County of Los Angeles.

Component	Implementing Agency
PA&ED	Los Angeles County Metropolitan Transportation Authority
PS&E	Los Angeles County Metropolitan Transportation Authority
Right of Way	Los Angeles County Metropolitan Transportation Authority
Construction	Los Angeles County Metropolitan Transportation Authority

Legislative Districts

Assembly: 64,66,39,41,43,45,46,48,49,50,51,53 Senate: 32,33,18,35,22,24,25,26,27,30 Congressional: 33,34,37,40,43,28,44,29,30

Project Milestone	Existing	Proposed
Project Study Report Approved	06/18/2021	
Begin Environmental (PA&ED) Phase	02/01/2021	01/01/2021
Circulate Draft Environmental Document Document Type CE	02/02/2021	05/01/2021
Draft Project Report	02/15/2021	05/02/2021
End Environmental Phase (PA&ED Milestone)	03/01/2021	06/30/2021
Begin Design (PS&E) Phase	08/01/2021	09/01/2021
End Design Phase (Ready to List for Advertisement Milestone)	05/31/2022	08/31/2022
Begin Right of Way Phase	06/01/2022	08/03/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/02/2022	08/03/2021
Begin Construction Phase (Contract Award Milestone)	06/03/2022	05/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2024	06/30/2024
Begin Closeout Phase	07/01/2024	07/01/2024
End Closeout Phase (Closeout Report)	08/31/2024	08/31/2024

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Purpose and Need

Original -The Los Angeles Department of Transportation has installed a loop-based transit signal priority (TSP) system on select corridors within the City of Los Angeles, and Metro and other municipalities have installed a wireless transit signal priority system on select corridors outside of the City of Los Angeles. The NextGen Transit First Service Plan will introduce an expanded number of high-frequency bus corridors that will require transit signal priority at intersections to achieve increased service speeds. Depending on the municipal jurisdiction of the intersection, this infrastructure will be comprised of loop detectors embedded in the pavement or a wireless system.

Revised - Metro and other municipalities have installed a wireless transit signal priority system on select corridors outside of the City of Los Angeles. The NextGen Transit First Service Plan will introduce an expanded number of high-frequency bus corridors that will require transit signal priority at additional intersections to achieve increased service speeds.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Traffic signal interconnect projects	EA	300

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Additional Information

Benefits and outputs:

Increasing the number of intersections with transit signal priority on high-frequency corridors will reduce travel time for buses as they significantly reduce dwell times for buses at signalized intersections. This travel time savings will allow Metro and municipal bus operators to operate faster and more efficient service.

Explanation of PPR revisions:

The NextGen Project consist of 4 components each with its own PPR. We revised the organization of the project work included in each of the 4 components of this project and have revised the PPR's to better clarify the project work to be completed by each project component. We have not increased the project budget or asked for additional time to complete the project. We have revised the funding plan for this work to focus solely on signal improvement managed by the County of Los Angeles. We have removed \$11.5 mil in LPP Funds and removed \$1.5 mil in local funds. We have now reduced the budget for this component from \$23 mil to \$10 mil and programmed all \$10 mil in local funds in FY 21/22.

This PPR updates the project title & description and the category and outputs to better reflect the work to be completed in this component. Additionally, the project schedule was updated to reflect the actual environmental approval time line and revised Design and construction timelines. We also note that this project will have no ROW work to be completed. The outputs associated with the 200 LA City signals in the original version of this PPR were removed from this component and are now shown in the NextGen LADOT Wireless Cloud-Based Transit Signal Priority Upgrade/Expansion component.

Additionally, we changed the project title from NextGen Bus Speed Improvements for LA Streets to NextGen Countywide Wireless Transit Signal Priority Upgrade to better reflect work to be completed in this component.

Proposed Funding Plan assumes non-proportional drawdown/expenditure of grant funds versus match (local) funds and will be requested at time of allocation.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	412,853,000	0	412,853,000
			VMT per Capita	3.53	0	3.53
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	438,050	0	438,050
			Hours per Capita	8,761,000	0	8,761,000
LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0	
Throughput	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	124,413,300	118,394,000	6,019,300
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	40.3	88.9	-48.6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	5.4	0	5.4
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	2.52	-2.52
			PM 10 Tons	0	2.52	-2.52
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	179,808.75	-179,808.75
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	23.19	-23.19
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	1.76	-1.76
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	49.5	-49.5
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1,039	1,128	-89
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	171	176	-5
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.99	1.02	-0.03
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	852	877	-25
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	5.38	5.52	-0.14
	Optional	Accident Cost Savings	Dollars	61,638,760	0	61,638,760
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	90	90	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	454	0	454

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.03	0	5.03
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		11,500						11,500	
TOTAL		11,500						11,500	
	Proposed Funding (\$1,000s)								
E&P (PA&ED)									Local revenues funding this component will be used to match LPP revenues funding the NextGen Mobile Validators for All-Door Boarding component.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Complete this page for amendments only

Date 08/03/2021 17:28:03

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				5755C

SECTION 1 - All Projects

Project Background

NA

Programming Change Requested

Reason for Proposed Change

NA

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

NEXTGEN BUS SPEED AND RELIABILITY IMPROVEMENTS
LPP Funding Delivery Plan (Current Final as of 7/23/2021)

Project Component	Budget in \$1,000	Scope of Work	Implement Agency	Procurement Method	Contract Award Date	Milestone
Bus Priority Lanes	\$15,000* - Local Funds (Originally \$16,000)	Design and install 80 lane-mile bus priority lanes (ePPR-6065-2020-0004)	LADOT (32 lane-mile)	Three Annual Work Programs to design and install using City forces	Sept. 1, 2021 July 1, 2022 July 3, 2023	Complete 10-11 lane-mile per year in FY22-24
			Metro (48 lane-mile)	Three Task Orders using IDIQ Design-Build Contract	Sept. 1, 2021 July 1, 2022 July 3, 2023	Complete 16 lane-mile per year in FY22-24
Countywide Wireless Transit Signal Priority Upgrade	\$10,000 -Local Funds	Replace and upgrade Countywide Wireless TSP system on 300 signals (ePPR-6065-2020-0006)	Metro	One contract task order using highway on-call contract	Sep. 1, 2021	Complete design in FY22 and finish installation of 300 signals in FY24.
Bus Mobile Validators for All-Door Boarding (LPP Funds)	\$10,000 -LPP Funds (Same as original budget)	Purchase and install 2900 Bus Mobile Validators (ePPR-6065-2020-0003)	Metro	<u>Device purchase:</u> One contract using competitive bid <u>Installation:</u> Metro staff	Nov. 1, 2021	Complete device purchase in FY23 & installation in FY24
LADOT Transit Signal Priority Expansion & Transponders in the City of Los Angeles (LPP Funds)	\$15,000* -LPP Funds (Originally \$14,000)	Design and install LADOT's TSP on 200 signals; Purchase and upgrade software on 2500 buses (ePPR-6065-2020-0002)	Metro	One design-build contract: TSP design & Implementation	June 1, 2022	Complete design in FY23 & finish system implementation in FY26

ROAD REPAIR AND ACCOUNTBILITY ACT OF 2017
LOCAL PARTNERSHIP COMPETITIVE PROGRAM
PROJECT BASELINE AGREEMENT
NextGen Bus Speed & Reliability Improvements

Exhibit B:
Project Report

METRO NEXTGEN SPEED AND RELIABILITY IMPROVMENTS

Project Report



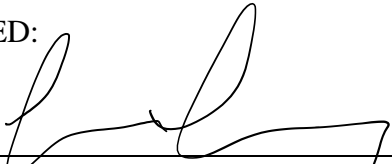
Project Report

APPROVAL RECOMMENDED:

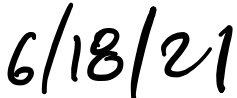


Stephen Tu, Project Manager

PROJECT APPROVED:

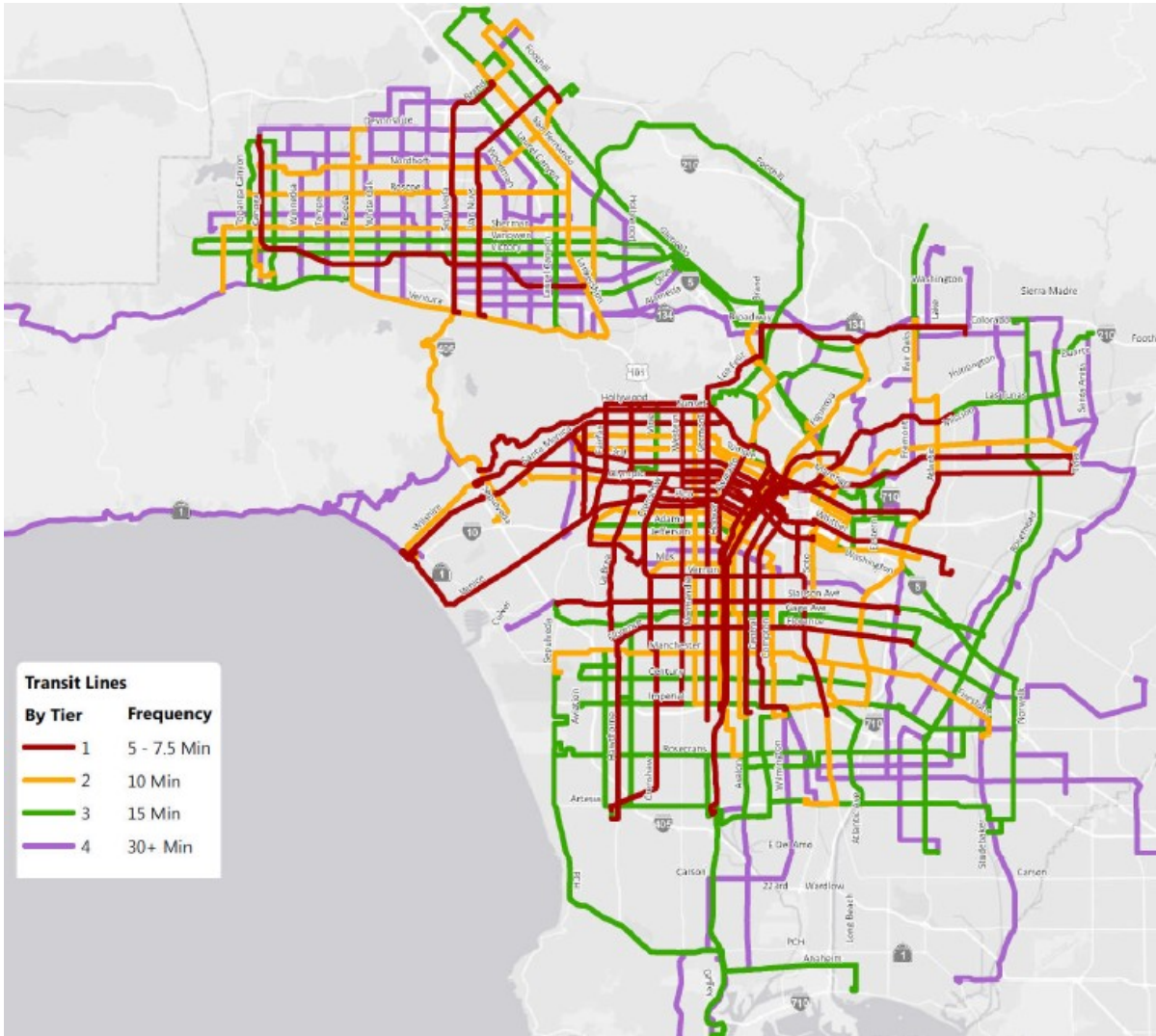


Conan Cheung, Sr. Executive Officer



Date

Vicinity Map Project Location Full Transit First Service Network



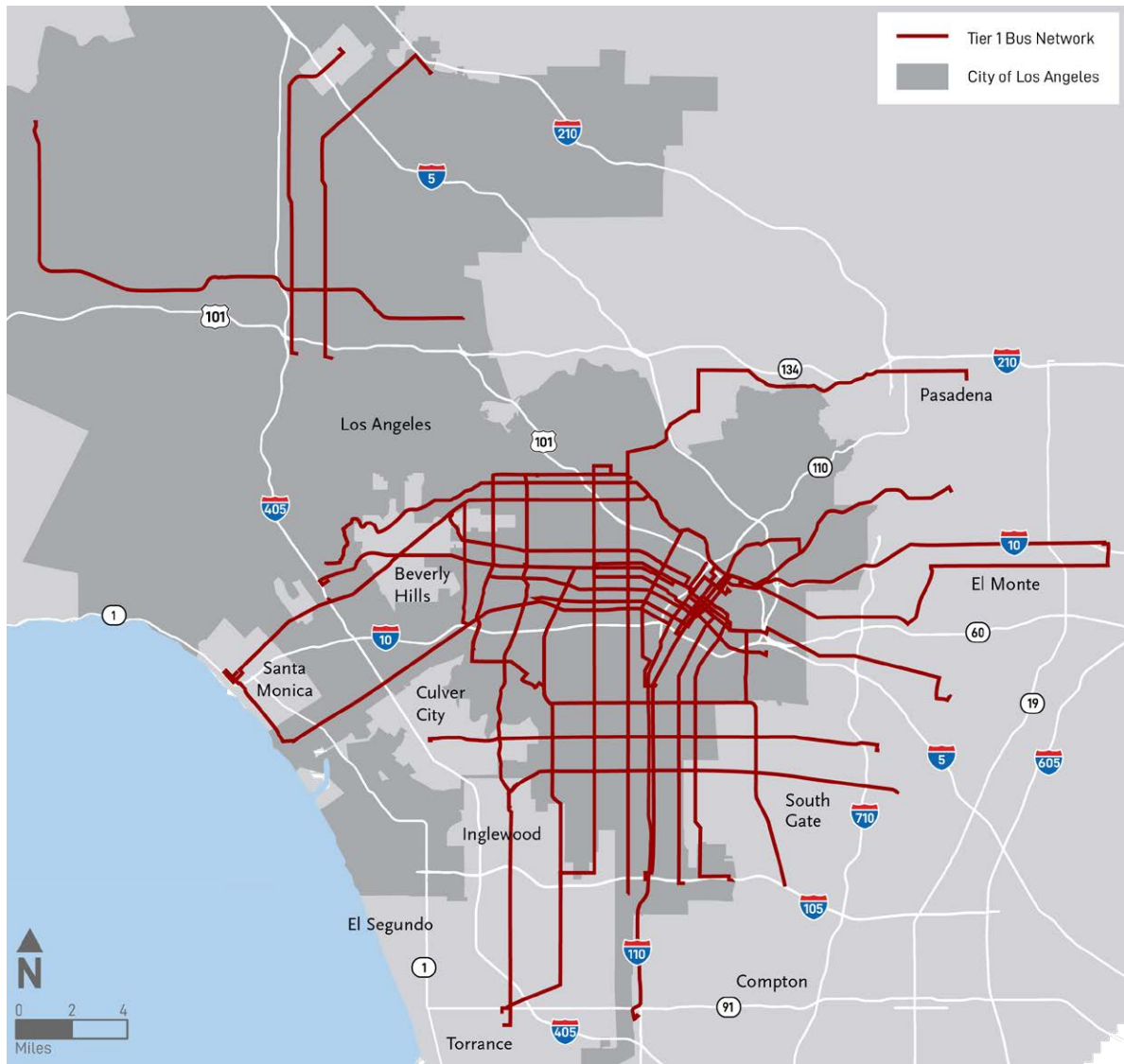
1. INTRODUCTION

Project Description:

The Los Angeles County Metropolitan is implementing the Bus Speed and Reliability Improvements identified in Metro’s NextGen Transit First Service Plan. This project includes three major components: 1) the expansion of Transit Signal Priority (TSP) to cover all Tier One bus corridors through the installation of new TSP system and infrastructure on all Tier One bus corridors; 2) design and construction of new bus-only lanes and other transit priority improvements on up to 80 lane miles on the

highest frequency corridors in the City of Los Angeles and neighboring cities; 3) the purchase and installation of bus mobile validators for fare payment to enable all-door boarding on the Tier One and Two network.

Metro's Tier One Network



Purpose and Need:

Metro has begun implementing the NextGen Bus Plan, a totally redesigned bus system based on rigorous study and public involvement that will improve service for the more than 70 percent of Metro patrons who rely on the bus system, regain former patrons and attract new customers by being more competitive relative to other travel options. Based on robust public input and technical analysis, this redesigned bus system will provide faster, more frequent, and more reliable service, giving Los

Angeles residents and commuters an alternative to sitting in gridlock and improving transportation equity.

In recent years, the primary contributor to slow bus speeds and poor schedule reliability has been growing traffic congestion on city streets. This congestion reduces the quality of the service that Metro can afford to provide to Los Angeles County residents and disproportionately impacts low-income riders who depend on the bus to access jobs, healthcare, and other important destinations. Indeed, during the development of the NextGen Bus Study, the public clearly told Metro that improving bus speed and reliability is the single most important step Metro can take to retain, recapture and grow ridership, increase the people throughput capacity of local roadways, and shift regional travel patterns toward more sustainable modes.

Metro and municipal buses operate on streets controlled by the City of Los Angeles and neighboring cities. Metro and the City of Los Angeles Department of Transportation (LADOT) continue to partner closely to coordinate on delivering the infrastructure improvements on important bus corridors in the City of Los Angeles. In 2018, Metro began the process of reimagining the bus system to better meet the needs of current and future riders. The NextGen Bus Plan was approved by the Metro Board in October 2020 after extensive public outreach and reviews.

The Transit First Bus Service Plan divides Metro's countywide bus network into four tiers of service based on service frequency. The Tier One network is made up of transportation spines that will receive the highest investment in customer and operations infrastructure. Over half of today's bus riders use one of the top 25 corridors that make up this core network. The peak hour frequency of service on these lines is every 5 - 7.5 min. The Tier Two network, with 10 minute peak hour headways, completes the "spontaneous use" network. 3 in 10 Metro bus riders use the Tier Two network of 19 lines. Altogether, 8 in 10 Metro bus riders use a Tier One or Tier Two corridor.

Metro has started the implementation of key components of the Plan using the "Transit First" approach including projects that speed up buses including an expansion of bus lanes, transit signal priority, and all-door boarding; make bus stops more comfortable; and add more frequent services, among other improvements. The improvements in speed and reliability, which are the focus of this Project, will improve Metro's performance as well as the performance of municipal bus lines that use high-frequency bus corridors.

2. SCOPE

Transit Signal Priority

This Project includes the expansion of transit signal priority (TSP) throughout the Tier One network. TSP uses technology to reduce dwell time at traffic signals for transit vehicles by extending green lights, shortening red lights, or giving priority to

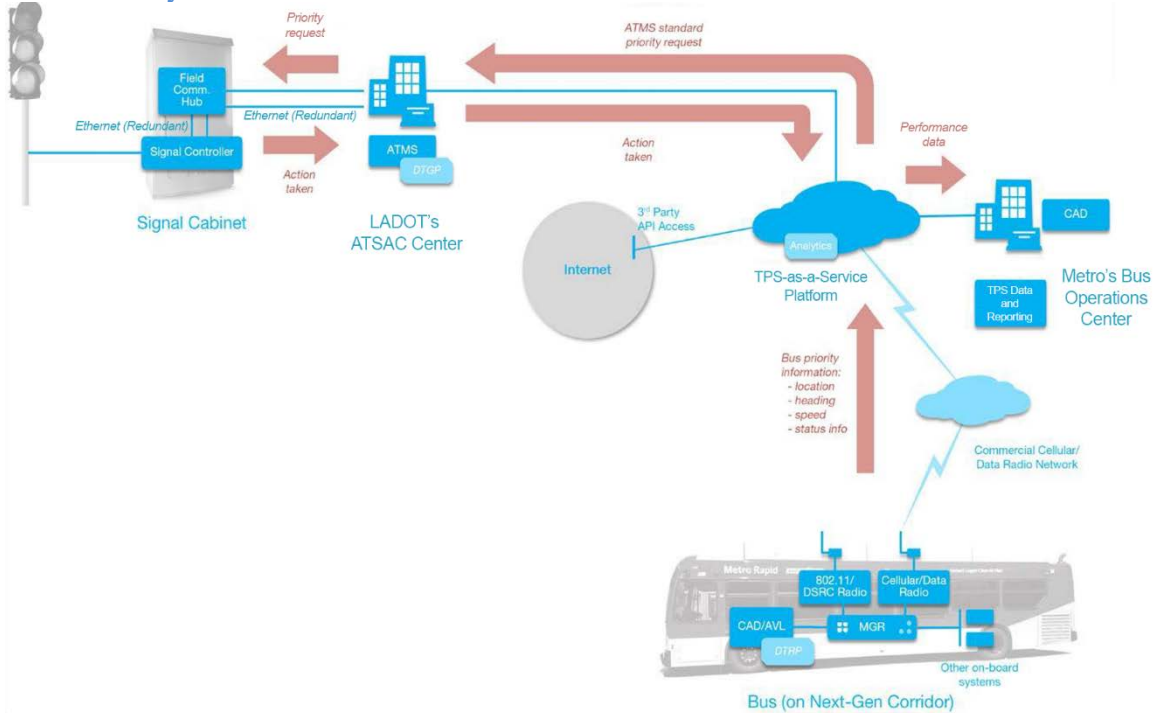
transit vehicles approaching an intersection. The TSP system can be either wireless or loop based. The wireless system typically includes bus routers and GPS units on board buses and transmit the bus ID and location information in near real-time to the Traffic Management Center (TMC) or the intersection controllers, which will then adjust traffic signal timing to reduce delays for buses. The loop based system consists of loop detectors under the roads that communicate with transponders under buses and transmit the information to TMC through the intersection traffic signal controllers for priority treatment. The central software at the TMC would confirm the bus routes and headway information before directing local controllers to implement the signal priority.

LADOT's existing TSP uses loop based technology with transponders on the previous Metro Rapid arterial network. The original scope for this Project was to expand the loop based technology to cover 200 more intersections and install transponders on all Metro buses. After further analyses, Metro in partnership with LADOT will instead implement a wireless cloud based TSP system within the City of Los Angeles. The revised scope will develop a new cloud-based software, install minor software upgrade on over 2,000 Metro buses to allow real-time update of bus locations to the cloud service and install Ethernet communication equipment at 200 traffic signals and communication hubs to enable the TSP function with a more resilient traffic control communication system. With the new cloud service, the entire Metro bus fleet of more than 2,000 vehicles will have the capability of requesting and receiving signal priority at all of the NextGen Tier 1 Corridors. The revised scope will eliminate the dilapidated maintenance needs for pavement loops, sensor cards and undercarriage transponders. As such, the revised scope will deliver greater overall efficiency and future proofing than the original scope.

The revised Project scope will include detail system design, cloud software development, minor software upgrade for the existing routers on all of Metro buses, and the purchase and installation of Ethernet communication equipment at a minimum of 200 intersections and their communication hubs. The advanced routers on-board Metro buses after a minor software upgrade would transmit the real-time bus location information to the cloud services, which will then process the priority requests in real-time and communicate with the ATCS software in the ATSAC Center. Once ATSAC receives priority request for a specific intersection, it will use the existing fiber optics communication backbone with Ethernet enhancement to direct the local controller for priority treatment. The proposed cloud service will also interface closely with LADOT's open source Mobility Data Specifications (MDS) to manage the mobility assets in the public right-of-way.

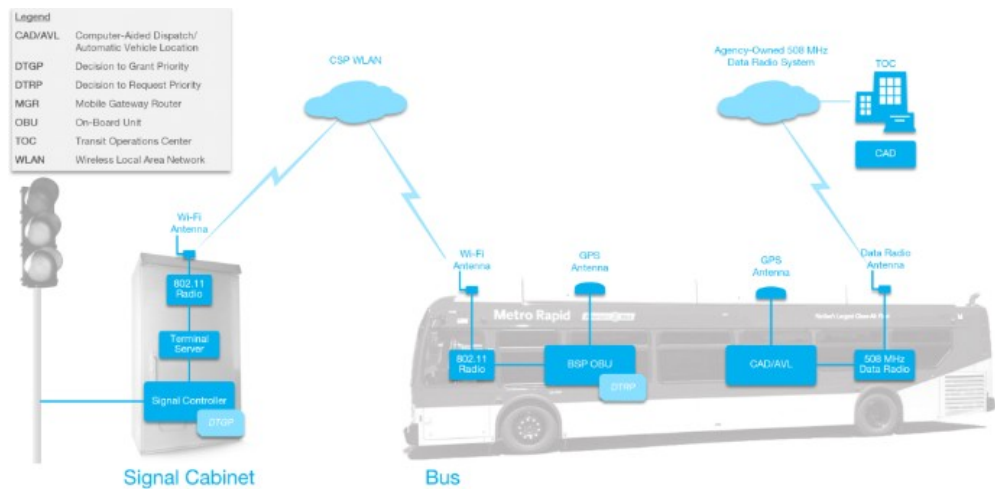
The overall system architecture for LADOT's wireless cloud based TSP is shown in the following figure.

System Architecture of LADOT's Wireless Cloud Based TSP



Furthermore, the Tier One network does cover many intersections outside of the City of Los Angeles. An existing wireless TSP system called Countywide Signal Priority (CSP) maintained by Metro is already in place for a portion of these intersections. The following figure shows the system architecture of the CSP. This Project will install, replace and upgrade the existing wireless transit signal priority infrastructure on at least 300 intersections in the Los Angeles County area outside of the City of Los Angeles. It will include engineering design services, intersection system hardware and installation services, jurisdictional coordination support expansion and upgrade of the CSP system.

System Architecture of the Countywide Signal Priority (CSP)



Bus Corridor Speed Improvements

This Project will continue the implementation of the first phase of bus speed improvements on Los Angeles streets called for in the NextGen Bus Plan. Metro has initiated this phase by beginning the construction of about 10 lane-miles of bus lanes and installation of other supportive infrastructure to improve bus speeds on three Downtown Los Angeles corridors (Flower Street, 5th/6th Streets, and Aliso Street), and this Project will expand this network by another 80 lane-mile to other corridors in Downtown Los Angeles and beyond along the highest-frequency Tier One network.

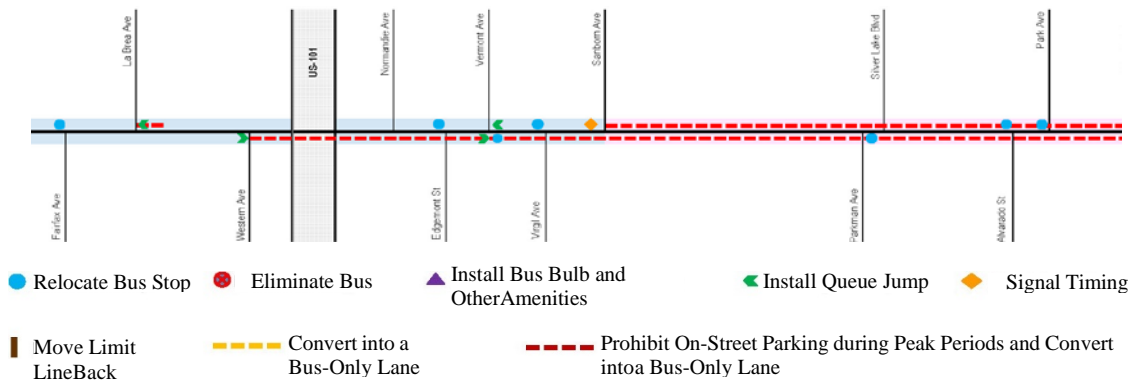
A bus lane is a full lane, usually on the curb, that is repurposed for buses and right turns only, resulting in faster bus speeds and reduced intersection delay. The end result of this first phase of street improvements will be up to 90 lane-miles of corridors with bus priority lanes and other bus speed-related improvements including stop relocation/removal, queue jumping, curb modifications, and supportive signage and markings on several corridors of the Tier One network. While the Tier One network is mostly concentrated in and around Downtown Los Angeles, there are many Tier One corridors outside of Downtown Los Angeles where transit supportive infrastructure could dramatically improve bus speed and reliability.

Metro and LADOT have much experience with installing bus priority lanes on Los Angeles streets. These include the Wilshire Boulevard Bus Lanes completed in 2015 and the Flower Street Bus Lane in Downtown Los Angeles, a pilot Project completed in 2019. Metro and LADOT successfully completed the design and implementation of 5th/6th Street and Aliso Street bus lanes in 2020.

The specific designs of the street improvements will vary by corridor based on stakeholder outreach, existing built environment and, where appropriate, traffic and parking assessments. All will include street markings such as paint or other pavement marking materials, and all will include every tool in the speed and reliability toolbox (bus lanes, relocated bus stops, curb modification where appropriate, queue jumping where appropriate, and new signage).

The following figure shows an example of the range of investments on the street to be undertaken on each corridor. This figure is provided for example only and is not indicative of specific treatments to be implemented on this corridor, but shows the various tools that may be used at different locations on all corridors to improve bus speed and reliability. These tools include converting on-street parking lanes to bus-only lanes during peak periods, some 24-hour bus lanes, stop relocation and rationalization, queue jumping, transit signal priority, and curb modifications. Only transit vehicles and emergency vehicles will be allowed to access the bus priority lanes during their operating hours. On some Tier One corridors, the curb lane of the entire corridor may be converted to a peak period bus lane. On other corridors, bus priority infrastructure may include queue jumping lane markings in some locations and full bus lanes in other locations depending on the need, level of congestion and context.

Example of Mix of Types of Bus Priority Treatments (for illustrative purposes)



The first 10 lane-miles of bus priority lane corridors are being implemented in 2020-2021, and the next 10 corridors of close to 80 lane-miles, which are the focus of this Project, will be implemented in FY 22 through FY24 following LADOT’s procedures for installing lane reconfigurations using a design-build delivery approach. The specific Tier One corridors to receive these treatments will be determined with LADOT between summer 2021 and spring 2022, and Metro will complete the transportation analysis to inform the design of each project during that time.

Bus Mobile Validators for All-Door Boarding (ADB)

Metro is proposing to expand All Door Boarding (ADB) to all buses that operate on the Tier One and Tier Two high frequency routes. ADB will expedite boarding and reduce dwell time at bus stops, and thereby enhance convenience and reduce travel time for Metro customers. Metro has piloted ADB on its J Line (Silver) 910/950 and Metro Rapid Lines 720 and 754, which resulted in reduced bus stop delay and improved customer experience.

The expansion of ADB involves the purchase and installation of 2,900 bus mobile validator (BMV) devices on the rear doors of each bus to process Transit Access Pass card (TAP) fare payments. 60-foot articulated buses will have two additional boarding doors (middle and rear) while 40-foot and 45-foot buses will have one additional boarding door (rear). As compared to traditional bus boarding systems, where customers board and pay the fare at the front of the bus, adding bus mobile validators (BMV) at the entrance of each door will allow prepaid customers and passholders to board at different parts of the bus. Access to all doors means a more even distribution of the passenger load, a reduction of dwell times, and fewer crowding conflicts at the front door. Additionally, ADB allows passengers who use wheelchairs to board with ramp-assist in the front of the bus while other passengers board from the other doors. Further, ADB will better enable physical distancing between customers and between bus operators and customers, which has become imperative in the wake of COVID-19. The LPP grant will support the procurement of the design and installation of the BMVs on buses.

Transitioning customers from cash to TAP boardings will facilitate the program’s objective to improve speed, reliability, data collection and fare compliance. Fareboxes will be programmed with capabilities to allow customers with cash to purchase TAP cards plus fare and add stored value to cards on board the bus at stops that are not near TAP Vending Machines (TVM) or TAP vendor outlets in addition to Metro’s other efforts to expand the TAP vendor network.

3. PROJECT COST AND FUNDING

The Project’s estimated total cost is \$50 million, which includes \$15 million for Bus Corridor Speed Improvements, \$25 million for Transit Signal Priority and \$10 million for All-Door Boading. Metro is committed to provide \$25 million from revenue it has available at its discretion from the countywide voter-approved local sales tax measure (Proposition C). The remaining \$25 million is expected to be from the state’s Local Partnership Program (LPP) funds. The Project costs have been escalated to year of expenditure.

The Rough Order of Magnitude (ROM) cost breakdown is shown below:

Project Component	Item	ROM Cost	Subtotal
1. Transit Signal Priority	1a. LADOT Cloud Based System		
	• Detail System Design	\$2M	
	• Bus Router Software Upgrade	\$0.3M	
	• Ethernet Equipment & Installation	\$4.5M	
	• Cloud Software Development	\$6.2M	
	• System Integration	\$2M	
			\$15M

	1b. Countywide Wireless System <ul style="list-style-type: none"> • Detail System Design • Wireless Equipment & Installation • Signal Controller Software Upgrade • System Integration 	\$1M \$6M \$2M \$1M	\$10M
2. Bus Corridor Speed Improvements	<ul style="list-style-type: none"> • Engineering Design • Public Outreach • Construction 	\$3M \$1M \$11M	\$15M
3. Bus Mobile Validators	<ul style="list-style-type: none"> • Engineering Design • Validators Procurement • Installation 	\$0.7M \$8.3M \$1M	\$10M
TOTAL			\$50M

4. PROJECT SCHEDULE

Key Milestones	Target Completion
Environmental Clearance (Statutory Exemption)	Spring 2021
Mobile Validators Contract Award	Fall 2021
Transit Signal Priority-Countywide Wireless System Contract Award	Fall 2021
Transit Signal Priority-LADOT Cloud System Contract Award	Summer 2022
Bus Corridor Speed Improvements Design	Winter 2023
Mobile Validators Installation	Spring 2024
Bus Corridor Speed Improvements Construction	Summer 2024
Transit Signal Priority System Integration	Winter 2025
Project Completion	Winter 2025

5. POTENTIAL RISK AREAS

- Project Cost Overrun
Metro has a long history of successful delivery of State-funded projects. We have a breadth of experience in handling major infrastructure projects of this scale, and larger. We have the resources and expertise to deliver this Project using the awarded state funds. We are committed to using our own resources if necessary to address any cost overruns in accordance with LPP Guidelines.
- Project Delay
The Delivery Plan for all components of the Project is well defined. The Project is ready to be delivered beginning soon after funding award. Metro understands that all major transportation capital projects include a level of risk and takes pride in fully assessing and addressing any potential risks associated with its projects before it begins construction. Metro also understands the reporting requirements

and financial best practices associated with state grant funding. Furthermore, Metro has its own significant financial stake in the Project, and has taken necessary precautions to ensure that it is completed on-time and within budget. There are no risks to deliver the Project as there is no right-of-way acquisition required for the Project.

- System Integration
The TSP requires system integration with the existing traffic signal control systems in the City of Los Angeles and neighboring cities. The cloud based wireless system in particular is a new technology and would have to be field tested before the full implementation, which will all be included in the design and build contract with strong consultant service support. Metro has extensive experience in managing and delivering these kinds of complicated system integration projects. We believe this risk would be well managed and controlled.
- Fareless System Initiative
Metro is currently conducting a Fareless System Initiative (FSI) pilot study and a leading concept has emerged – an 18-month fareless pilot program that could provide free rides on Metro buses and rail service for low-income riders starting in January 2022, and expand to all K-12 students in August 2022. If FSI is expanded to the entire bus service for all passengers, then the mobile validators for ADB might not be needed. The current initiative is targeted at low-income riders and K-12 students and, at this time, not to cover all passengers. Nonetheless, the Project staff will monitor the progress of the FSI closely and make an informed decision as how to proceed to the procurement and installation of the mobile validators for the all-door boarding.

6. PROJECT BENEFITS

Together, these investments in infrastructure to improve the speed and reliability of the bus system will directly benefit the commutes of more than 50 percent of Metro's customers (buses carry more than 70 percent of Metro's riders systemwide and 53 percent of bus trips are on the Tier One network). Faster and more reliable bus service will save Metro customers valuable time. These improvements will benefit transportation equity by providing faster and more reliable bus service to current Metro customers, and will increase the competitiveness and attractiveness of the bus system for new users while freeing Metro's resources to focus on service enhancements.

The full completion of the Transit First Service Plan is expected to generate up to a 15%-20% increase in Metro ridership without any additional increases in revenue service hours and will benefit both Metro and municipal bus service such as LADOT's DASH and Commuter Express, and Santa Monica's Big Blue Bus (BBB) and other municipal routes that use the same streets. Additional ridership reduces vehicle miles traveled, thereby reducing air pollution and addressing traffic

congestion. The Project will optimize the use of existing streets through increased person throughput on Los Angeles County arterials.

The Project will promote safety, particularly for pedestrians and bicyclists through lane reconfigurations that will calm traffic and prohibit high speed vehicles from driving in the curb lane during peak hours. The Project will also improve passenger security through shorter wait times at bus stops and reduced crowding and dwell times from all-door boarding. The Project will promote safety, particularly for pedestrians and bicyclists through lane reconfigurations that will calm traffic and prohibit high speed vehicles from driving in the curb lane during peak hours. The Project will also improve passenger security through shorter wait times at bus stops and reduced crowding and dwell times from all-door boarding.

The end result of these service improvements would reduce bus travel times by an estimated 8.76 million person-hours, over a 20-year forecast period.

Attachment F – Bus Mobile Validators Life of Project Budget and Annual Operating Cost

Life of Project Budget:

	Bus Mobile Validator	16-port managed Switch	Total LOP Budget
Number of Units	2,900	2,210	
Equipment Cost	\$ 9,378,580	\$ 3,620,908	\$ 12,999,488
Installation Labor (Metro and Cubic)	\$ 3,495,222	\$ 567,710	\$ 4,062,932
Project management	\$ 775,537	\$ 262,043	\$ 1,037,580
Total Life of Project Budget	\$ 13,649,339	\$ 4,450,661	\$ 18,100,000

Annual Operating Cost:

		Operating Cost
Metro Operations	Labor Cost	\$ 279,119
Cubic Contract	Maintenance Service	\$ 21,629
	Total Operating Cost	\$ 300,748



Board Report

File #: 2021-0741, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FEBRUARY 17, 2022

SUBJECT: CONTRACTED TRANSPORTATION SERVICES - EAST REGION AND SOUTH REGION

ACTION: APPROVE CONTRACT AWARDS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD an indefinite delivery/indefinite quantity Contract No. PS76258000, for the East Region contracted transportation services, to Southland Transit, Inc. The contract not-to-exceed amount is \$90,032,724, for the five-year base period and \$57,511,425, for the one, three-year option, for a combined not-to-exceed amount of \$147,544,149, effective July 1, 2022, subject to resolution of protest(s), if any; and
- B. AWARD an indefinite delivery/indefinite quantity contract No. PS76258001, for the South Region contracted transportation services, to MV Transportation, Inc. The contract not-to-exceed amount is \$148,645,400, for the five-year base period and \$101,588,036, for the one, three-year option, for a combined not-to-exceed amount of \$250,233,436, effective July 1, 2022, subject to resolution of protest(s), if any.

ISSUE

The current contracted transportation services contracts for the East and South Regions are scheduled to expire on June 30, 2022.

To ensure continuous contracted bus transportation services, two new contract awards are required to be in effect by July 1, 2022. The two new contracts will provide uninterrupted transportation services to the East and South regions of Los Angeles County. The East Region services the San Gabriel Valley and Gateway Cities communities, while the South Region services the South Bay and Gateway Cities communities.

Bus transportation services' safety and reliability are important for improving the customer experience of our riders throughout Los Angeles County. The contract awards to Southland Transit, Inc. and MV Transportation, Inc. will provide reliable and safe bus transportation for riders throughout Los Angeles County.

BACKGROUND

In 1996, the Consent Decree, an agreement between Metro and the Bus Riders Union (BRU), required Metro to increase its service levels within disadvantaged and underserved communities. As a result, Metro decided to contract out multiple bus lines due to the bus lines’ high subsidy cost per passenger and the contracted companies’ ability to quickly ramp up service and fleet levels. These improvements resulted in 13 bus lines operating in the East and South Regions. Currently, the changes to community needs have led to nine bus lines operating in the regions. These lines are made up of a combination of Consent Decree-impacted bus lines, regular local bus lines, and special event-based bus services. Contracting a portion of Metro’s overall bus services has provided both cost and operational benefits:

- Annual savings are realized through the lower operating costs of the contractors.
- Modifications to or expansion of existing Metro bus divisions are not necessary when new services are added due to available contractor capacity.
- Contract terms and conditions allow greater flexibility during service changes (e.g., lines can be quickly added, canceled, or modified, etc.).

The information below depicts a detailed breakdown of the current contracted bus transportation services contracts for the East and South Regions.

The East Region contractor currently operates four of nine lines and are as follows: 256, 266, 577, and 605.

Line	Description	Annual RSH*	Annual Passengers**
256	Commerce - Sierra Madre Villa Station via Eastern Ave-Ave 64-Washington Bl.	24,561	445,792
266	Sierra Madre Villa Station - Lakewood Center Mall via Rosemead Bl.	63,242	1,515,213
577	Metro Express (El Monte Station - Long Beach VA Medical Center via I- 605 Fwy)	20,697	222,861
605	LAC+USC Medical Center - Boyle Heights	21,967	624,397

*RSH = Revenue Service Hours as of September 2021 Shake-Up Hours

**Annual Passenger count is for 2019 ridership pre-Covid.

The South Region contractor currently operates five of nine lines and are as follows: 125, 128, 130, 205, and 232.

Line	Description	Annual RSH*	Annual Passengers**
125	El Segundo - Norwalk Station via Rosecrans Av.	53,661	1,374,272
128	Compton Station - Cerritos Towne Center via Alondra Bl.	15,815	269,539

130	Cerritos - Artesia Station via Artesia Bl.	13,639	741,188
205	Willowbrook Station - San Pedro via Wilmington Av-Vermont Av.	48,590	1,048,863
232	LAX City Bus Center - Long Beach - via Sepulveda Bl-Pacific Coast Hwy	64,764	1,494,603

*RSH = Revenue Service Hours as of June 2021 Shake-Up Hours

**Annual Passenger count is for 2019 ridership pre-Covid.

Metro’s Contracted Services ensures bus contractors provide safe, clean, on-time and reliable bus transportation services system-wide. Under this approach, contractors are accountable as bus transportation service providers that are responsible for meeting goals and delivering a level of service compliant with Metro’s standards. Contract Services works in partnership with all of the contractors to provide seamless world-class transportation services.

...Discussion
DISCUSSION

Under these new regional contracts, each contractor will continue to provide contracted bus transportation services within their defined locations while implementing innovative technologies and bringing increased value to Metro.

The selected East Region contractor, Southland Transit, Inc., has committed to overhauling the division’s security system by replacing its current surveillance cameras with state-of-the-art wide and fisheye lens cameras. In conjunction with their new Hye Tel, Inc. cloud-based surveillance system and perimeter intrusion detection technology, these cameras will allow contractor staff to immediately identify and report security breaches to the appropriate law enforcement organization. Southland will also employ SaaS Hosted software, from Ron Turley & Associates, to modernize their maintenance recordkeeping and scheduling processes. These efforts will evolve the division into a modern and effective transit division.

The selected South Region, MV Transportation, Inc., contractor has committed to spearhead the advancement of contracted service vehicle maintenance through adopting and implementing the HoloLens2 maintenance system. This technology will provide an extended reality system that provides remote assist, built-in guides, and other tools that will aid technicians in following maintenance and repair best practices. MV has also arranged for full integration into the Swiftly performance monitoring system to improve better overall service performance, customer information, and system reliability. These tools will allow MV to continue their upward climb in the areas of reliability and performance.

The transportation bus service contracts have been updated to include increased contractor accountability through the establishment of Key Performance Indicators (KPI) (e.g., In-Service On-Time Performance (ISOTP), Mean Miles Between Mechanical Failure (MMBMF), bus cleanliness, accident frequency rate, etc.) that are better aligned with Metro’s directly operated divisions, more modern cybersecurity requirements, and the re-introduction of contract extension options. These extension options will allow Metro to maximize the value of its purchased transportation by increasing amortization periods and reducing the frequency of costly transition when dealing with satisfactorily performing contractors. The contract retains the same provisions that allow for quick and efficient changes to service levels, throughout the contract term, based on Metro’s operating needs. Finally,

both selected contractors, already possess fully operational CNG fueling stations, allowing for seamless operational support during contract period transitions.

Metro’s Service Planning Department includes all the East and South Region routes in their performance and planning analysis. Service changes are implemented semi-annually or as needed, to ensure optimal and efficient service. In addition, the East and South Regions have been integrated into the NextGen Bus Plan, which will restructure Metro’s bus network to be more relevant to today’s travel patterns, provide more frequent service on key corridors, particularly during off-peak times, and improve the speed of service via transit supportive infrastructure.

Southland Transit, Inc., has operated Metro’s East Region contracts for the past 16 years (since April 2005). Southland has consistently met and exceeded Metro’s performance requirements, achieving timeliness, cleanliness, and reliability scores that are often among the best in the agency. During FY21, Southland averaged 90.8% In-Service On-Time Performance (ISOTP); this is well above the required 80.0%. Southland simultaneously averaged 9,011 Mean Miles Between Mechanical Failures (MMBMF), staying above the 7,500 mean miles required by the contract, and a 9.6 bus cleanliness rating, exceeding the 8.0 rating required by the contract. Their proposed management team consists of experienced and vetted transit professionals that bring the best in their respective areas to the project and have continuously demonstrated their ability to exceed Metro’s performance requirements.

MV Transportation, Inc., has operated Metro’s South Region contracts for the past 10 years (since October 2010). MV has recently transitioned to an all-CNG fleet significantly improving their performance. No other contracted division has shown as much improvement over such a short period of time. Since receiving authorization to perform service on their new ENC bus fleet, MV has averaged 13,019 MMBMF. MV has achieved an average bus cleanliness score of 8.9, throughout FY21, and an average 1.99 traffic collisions per 100K miles, well below the maximum 3.0 traffic collisions per 100K miles required by the contract. Their proposed management team is single-handedly responsible for improving performance and making their division one of the agency’s top performers in reliability, cleanliness, and safety.

For a comparison of Directly Operated and Purchased Transportation Bus KPIs, see table below:

Comparison Between Directly Operated & Purchased Transportation Bus KPIs		FY2021		
		D.O.	Southland	MV
KPI-1	ISOTP - On	77.62%	90.80%	77.70%
KPI-2	ISOTP - Ea	4.58%	0.60%	1.40%
KPI-3 ¹	Complaints	5.36	3.03	6.78

KPI-4 ²	Mean Miles	3812	9011	5217
KPI-5	% On Ontim	94.17%	99.68%	99.36%
KPI-6	Bus Cleanlin	8.4	9.6	8.9
KPI-7 ³	Bus Traffic	3.17	1	0.66

¹ KPI-3: Purchased Transportation differ from Directly Operated in that complaints can be disputed if believed to be invalid.

² KPI-4: Purchased Transportation differ from Directly Operated in that Road Calls may be utilized to prevent Mechanical Failures Requiring Bus Exchange on the field.

³ KPI-7: Purchased Transportation differ from Directly Operated in that only preventable bus traffic accidents are factored into the calculation.

The new contract periods will operate from July 1, 2022, through June 30, 2027. One, three-year extension option is available, per contract, which would extend each contract period through July 1, 2030.

DETERMINATION OF SAFETY IMPACT

The approval of this award will ensure to proactively continue to maintain and ensure the delivery of safe, clean, on-time and reliable bus transportation services.

FINANCIAL IMPACT

The not-to-exceed amount for the East Region, contract No. PS76258000, is \$90,032,724, for the five-year base period and \$57,511,425, for the three-year option, for a combined not-to-exceed amount of \$147,544,149. The costs for these contracted services are included in the FY23 budget in Cost Centers 3592; Project 306001, Operations Transportation, and Account 50801, Purchased Transportation.

The not-to-exceed amount for the South Region, contract No. PS76258001, is \$148,645,400, for the five-year base period and \$101,588,036, for the three-year option, for a combined not-to-exceed amount of \$250,233,436. The costs for these contracted services are included in the FY23 budget in Cost Centers 3592; Project 306001, Operations Transportation, and Account 50801, Purchased Transportation.

Since these are multi-year contracts, the cost center manager and Chief Operations Officer will be accountable for budgeting the cost in future years, including any options exercised.

Impact to Budget

The source of funds for this action will come from Federal, State, and Local funding sources including Fares. Using these funds will optimize the allocation based on approved guidelines and provisions.

EQUITY PLATFORM

Community members who live throughout and along the East and South Region lines will benefit from the bus services provided. It is utilized as one of the primary modes of transportation to work and other social destinations (Customer Satisfaction Survey, 2019). The service provided by the East and South region runs through Equity Focused Communities (EFCs) where Customer Satisfaction Survey results show: 71% take Metro buses 5 or more days a week, 53% of riders are

women and 89% are people of color. In addition, the employment of the local workforce and sponsorship of small businesses within the community presents an opportunity for Metro's Diversity & Economic Opportunity Department (DEOD) to continue engaging with small businesses in information sharing that could lead to future opportunities.

The DBE goal established by Metro's DEOD for this contract is 5%. Metro staff will be responsible for monitoring this goal regularly for the duration of the contract to ensure that the contractors are following the terms, conditions, and any goal set forth in this contract.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity. Providing reliable bus services to the local communities supports Metro's goals to create prosperous communities and enabling individuals and families to access jobs, essential services, education, and other social, and recreational opportunities.

ALTERNATIVES CONSIDERED

Staff considered bringing these services in-house. Metro's fully burdened bus operating cost is \$203.01 per revenue service hour and the contractor revenue service hour rates for this award are \$147.10, per revenue service hour for the East Region, and \$126.13, per revenue service hours for the South Region. Based on this comparison, it would cost Metro significantly more to operate these services in-house. In addition, physical modifications would be needed at existing Metro facilities to accommodate the additional buses and division staff, and additional training would be required to operate and maintain the different types of buses currently used to provide contracted bus services. Given that the overall performance of these lines has historically met or exceeded Metro's performance standards, staff does not recommend bringing these services in-house.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS76258000 to Southland Transit, Inc. and Contract No. PS76258001 to MV Transportation, Inc. and monitor performance in accordance with the newly developed monitoring plan. The data collected will be utilized to determine whether to exercise the three-year options included in each of these contracts.

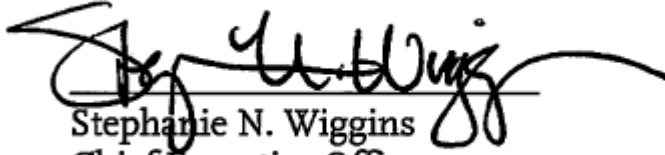
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - East Region and South Region Service Maps
Attachment C - DEOD Summary

Prepared by: Diane Corral-Lopez, Executive Officer, Central Oversight and Analysis
(213) 922-7676

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

Contracted Transportation Services / PS76258000 and PS76258001

1.	Contract Number: A. PS76258000 (East Region) B. PS76258001 (South Region)	
2.	Recommended Vendor: A. Southland Transit, Inc. (East Region) B. MV Transportation, Inc. (South Region)	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: June 28, 2021	
	B. Advertised/Publicized: June 28, 2021	
	C. Pre-Proposal Conference: July 8, 2021	
	D. Proposals Due: August 26, 2021	
	E. Pre-Qualification Completed: November 17, 2021	
	F. Conflict of Interest Form Submitted to Ethics: October 22, 2021	
	G. Protest Period End Date: February 21, 2022	
5.	Solicitations Picked up/Downloaded: 49	Bids/Proposals Received: East Region: 3 proposals South Region: 2 proposals
6.	Contract Administrator: Antonio Monreal	Telephone Number: 213-922-4679
7.	Project Manager: Carlos Guevara Romero	Telephone Number: 213-922-5234

A. Procurement Background

This Board action is to approve the award of Contract No. PS76258000 (East Region) to Southland Transit, Inc., and Contract No. PS76258001 (South Region) to MV Transportation, Inc., to operate local transit lines in the East and South regions, of Los Angeles County. Contractors shall provide coordination, management, revenue collection, supervision, fueling, maintenance and other services, personnel and equipment related to the operation of local transit lines. They may also be required to perform as-needed services such as the Dodger Stadium Express and bus bridges. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

On June 28, 2021, Request for Proposal (RFP) No. PS76258 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is indefinite delivery/indefinite quantity. Separate scopes of services were issued for the East and South Regions. Proposers were allowed to submit proposals for either one or both regions, but a Proposer cannot not be recommended for contract award for more than one region.

The RFP was issued with a Race Conscious Disadvantaged Business Enterprise (RC DBE) goal of 5%. It was also subject to the DBE Contracting Outreach and Mentoring Plan (COMP), which required selected contractors to mentor two (2) DBE firms for protégé development.

Five amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on July 28, 2021, extended the proposal due date and increased the page limitation of the proposals;
- Amendment No. 2, issued on August 9, 2021, updated Exhibit 2, Schedule of Quantities and Prices;
- Amendment No. 3, issued on August 11, 2021, revised Appendices to Exhibit A, Scope of Services to provide additional reference information;
- Amendment No. 4, issued on August 13, 2021, updated Exhibit 2, Schedule of Quantities and Prices; and
- Amendment No. 5, issued on August 16, 2021, revised Exhibit A, Scope of Services to increase the required number of maintenance trucks dedicated to the contract and updated Exhibit 2, Schedule of Quantities and Prices.

A virtual Pre-Proposal Conference was held on July 8, 2021. Worksite visits were conducted on July 12, 2021 and were attended by 12 participants representing four (4) firms. There were 162 questions received, and responses were provided prior to the proposal due date.

A total of 49 firms downloaded the RFP and were included on the planholders' list.

The following proposals were received on August 26, 2021 and are listed below in alphabetical order by region.

East Region

1. First Transit, Inc.
2. MV Transportation, Inc.
3. Southland Transit, Inc.

South Region

1. First Transit, Inc.
2. MV Transportation, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Transportation Contract Services, Quality Assurance, and Office of Extraordinary Innovation, was convened, and conducted a comprehensive technical evaluation of the proposals received.

On August 27, 2021, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the proposals to initiate the evaluation phase. Evaluations were conducted from August 27, 2021 through September 23, 2021.

On September 21, 2021, Metro's Diversity and Economic Opportunity Department (DEOD) determined First Transit, Inc. (First Transit) to be non-responsive for failure

to meet the RC DBE goal. Hence, First Transit was excluded from further consideration.

The PET continued to evaluate the remaining three proposals based on the following evaluation criteria and weights:

- Degree of Proposer’s Skills and Experience 21%
- Experience and Qualification of Proposed Key Personnel 25%
- Contractor Facility 15%
- Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services 15%
- Contract Outreach and Mentoring Plan 4%
- Price 20%

The evaluation criteria are appropriate and consistent with criteria developed for similar procurements. Several factors were considered in developing these weights, giving the greatest importance to the experience and qualification of proposed key personnel.

On September 23, 2021, the PET reconvened and determined that all three proposals are technically acceptable and are within the competitive range. The firms within the competitive range are listed below in alphabetical order by region:

East Region

1. MV Transportation, Inc.
2. Southland Transit Inc.

South Region

1. MV Transportation, Inc.

All firms within the competitive range were invited to make oral presentations on October 5, 2021. The Proposers’ project managers and key team members had an opportunity to present their team’s qualifications, and to respond to the PET’s questions.

Qualifications Summary of Firms within the Competitive Range:

Southland Transit, Inc.

Southland Transit, Inc. (Southland Transit) has been in business for 21 years. It provides fixed route, paratransit/dial-a-ride, special needs, travel training, shuttle services, taxi services and transit planning. Clients include the Riverside Transit Agency (RTA), Los Angeles County Department of Public Works, San Diego Metropolitan Transit System (MTS), Los Angeles County Metropolitan Authority

(LACMTA) and the Cities of Baldwin Park, Alhambra, El Monte, Rosemead, Arcadia, Temple City, La Puente and Pico Rivera.

MV Transportation, Inc.

Established more than 40 years ago, MV Transportation, Inc. (MV Transportation) operates more than 193 passenger transportation services contracts across North America. It offers fixed route, commuter and shuttle services, fleet and facility maintenance, transit management technologies, labor management, and service model design. Clients in California include the Los Angeles Department of Transportation (LADOT), the City of Santa Clarita Transit, North County Transit District (NCTD), Los Angeles County Metropolitan Authority (LACMTA), Palos Verdes Peninsula Transit Authority (PVPTA), Cities of Livermore, Compton, Escondido, Glendale and Burbank and the County of San Mateo.

At the conclusion of the evaluation process, including oral presentations, Southland Transit and MV Transportation were determined to be the top ranked firms for the East and South Regions, respectively.

The following is a summary of the PET scores.

East Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Southland Transit, Inc.				
3	Degree of Proposer's Skills and Experience	97.33	21%	20.44	
4	Experience and Qualification of Proposed Key Personnel	100.00	25%	25.00	
5	Contractor Facility	92.00	15%	13.80	
6	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	78.33	15%	11.75	
7	Contract Outreach and Mentoring Plan	75.00	4%	3.0	
8	Price	100.00	20%	20.0	
9	Total		100.00%	93.99	1

10	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
11	MV Transportation, Inc				
12	Degree of Proposer's Skills and Experience	94.00	21%	19.74	
13	Experience and Qualification of Proposed Key Personnel	96.24	25%	24.06	
14	Contractor Facility	94.67	15%	14.20	
15	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	88.33	15%	13.25	
16	Contract Outreach and Mentoring Plan	75.00	4%	3.00	
17	Price	96.70	20%	19.34	
18	Total		100.00%	93.59	2

South Region

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	MV Transportation, Inc.				
3	Degree of Proposer's Skills and Experience	94.67	21%	19.88	
4	Experience and Qualification of Proposed Key Personnel	96.24	25%	24.06	
5	Contractor Facility	97.33	15%	14.60	
6	Understanding of Work and Appropriateness of Approach for Implementation of the Services in the Scope of Services	88.33	15%	13.25	
7	Contract Outreach and Mentoring Plan	75.00	4%	3.00	
8	Price	100.00	20%	20.0	
9	Total		100.00%	94.79	1

C. Cost/Price Analysis

East Region

The recommended price has been determined to be fair and reasonable based on adequate price competition, price analysis, technical analysis, and fact-finding. It is 6% higher than Metro's independent cost estimate (ICE) due to proposed increase in wages and benefits of operations personnel to attract and retain existing

staff amidst current workforce shortages within the industry, facility security system improvements and automation of vehicle maintenance management systems.

	Proposer Name	Proposal Amount (Original)	Metro ICE	NTE amount (Negotiated)
1.	Southland	\$147,879,100	\$138,530,466	\$147,544,149
2.	MV Transportation	\$152,916,562		

South Region

The recommended price has been determined to be fair and reasonable based on historical pricing, price analysis, technical analysis, and fact-finding. It is 4% lower than Metro’s independent cost estimate (ICE) due to cost-efficiencies resulting from facility improvements that were implemented under the current Metro contract.

The recommended price is 1% higher than the original proposed amount due to fuel tax credits that MV Transportation included in its proposal. These fuel tax credits are not guaranteed and shall instead be passed on to Metro as they are realized.

	Proposer Name	Proposal Amount (Original)	Metro ICE	NTE amount (Negotiated)
1.	MV Transportation	\$247,514,388	\$261,342,503	\$250,233,436

D. Background on Recommended Contractors

East Region

The recommended firm, Southland Transit, Inc. (Southland), headquartered in El Monte, CA, was founded in 2001. It has operated Metro’s East Region services since 2005 and performance has been satisfactory.

The Southland Team includes nine (9) subcontractors, eight (8) of which are DBE firms. Services to be provided by DBE subcontractors include janitorial and bus cleaning and detailing services, automotive body repair and maintenance, upholstery, window insert, vehicle lubricants, electrical parts, tires uniforms and accessories, and consulting services.

The proposed Project Manager has over 20 years of transit experience. He is the project manager of Metro’s current contract for the East Region.

South Region

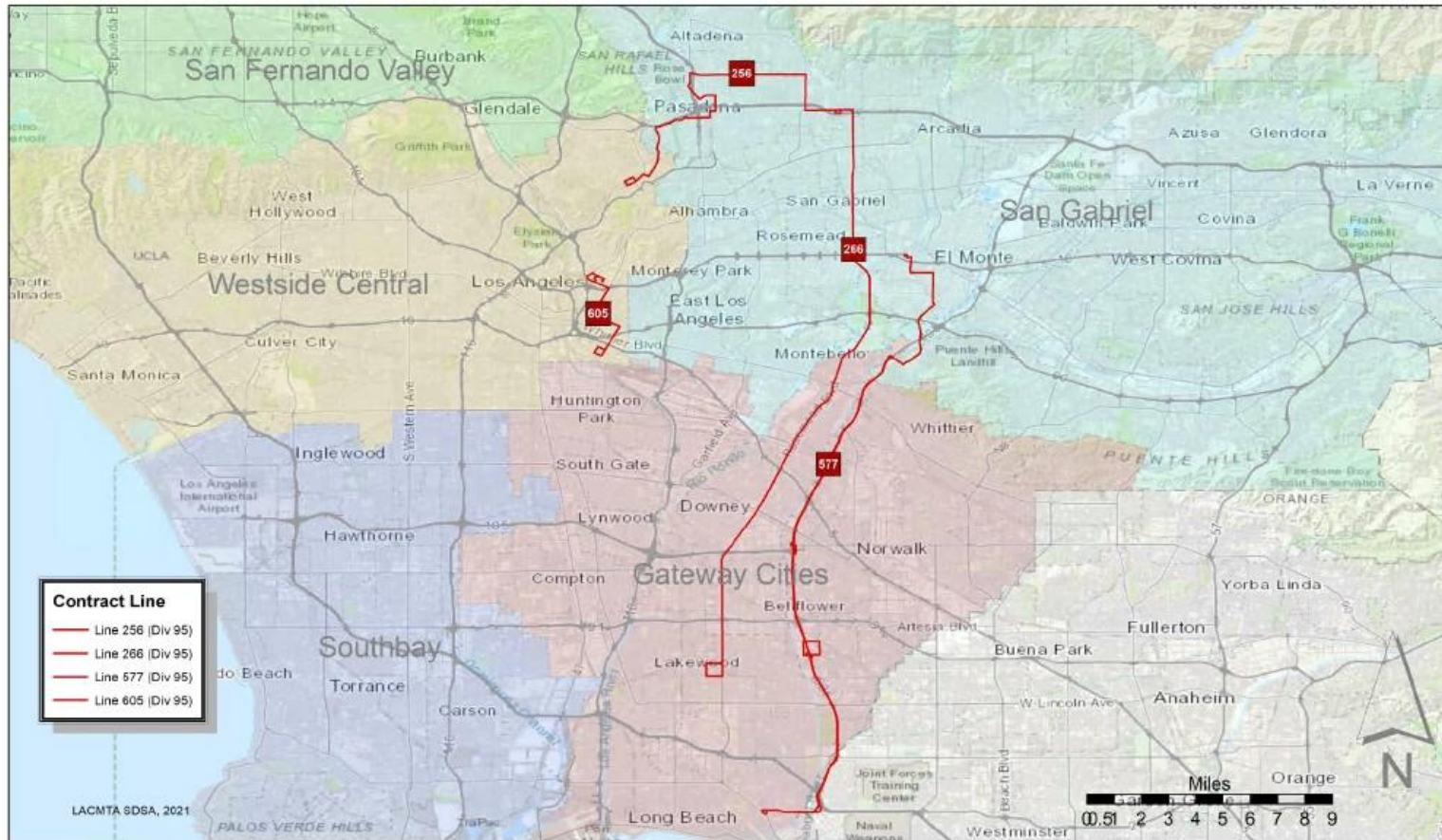
The recommended firm, MV Transportation, Inc. (MV Transportation), headquartered in Dallas, TX, has been in business since 1975. It operates in more than 133 locations within 25 states in the U.S. and two provinces in Canada. MV

Transportation has operated Metro's South Region since 2001 and performance has been satisfactory.

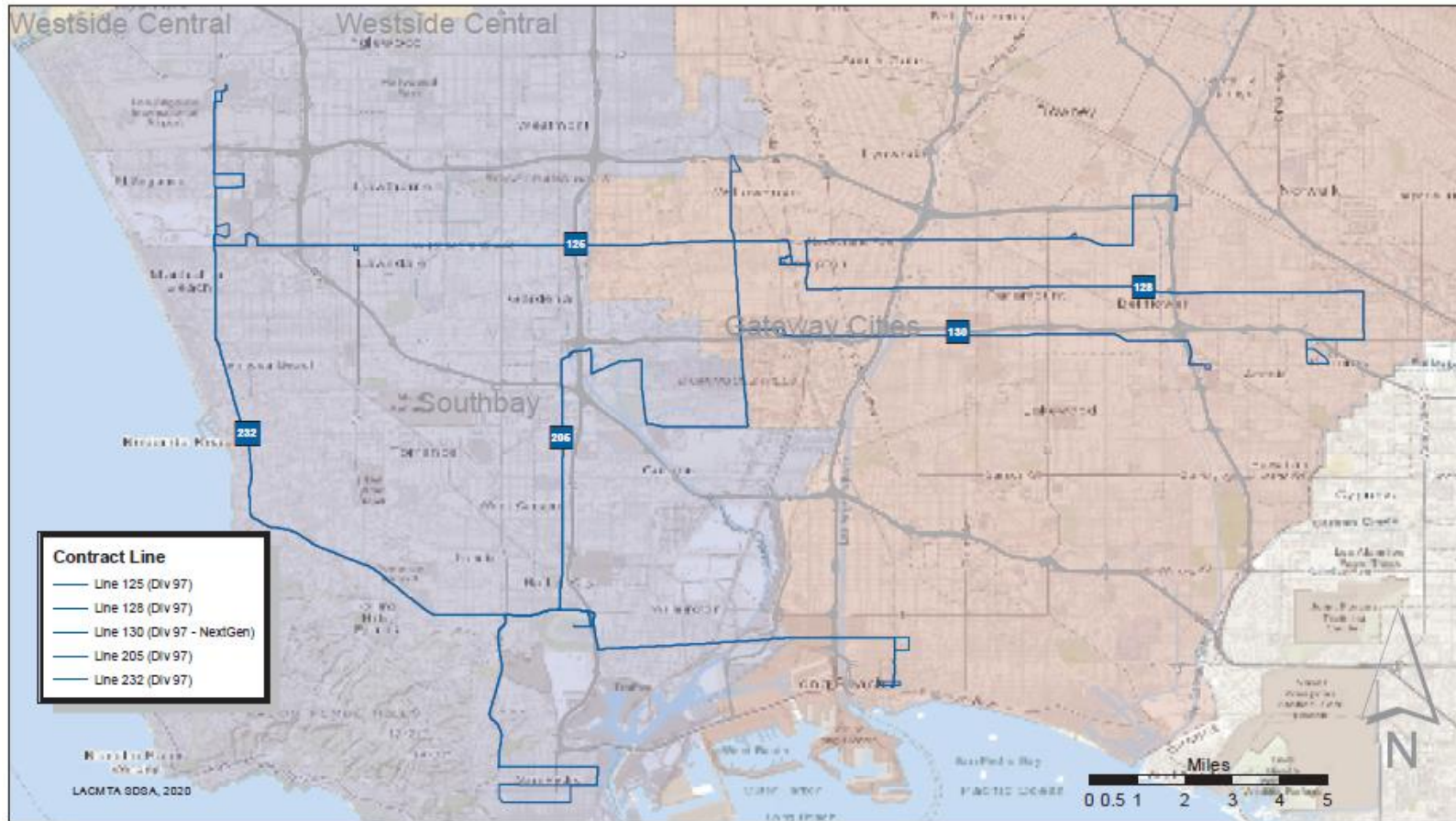
The MV Transportation team includes seven (7) DBE subcontractors that collectively will provide auto detailing and body repair, janitorial services, plumbing services, parts and lubricants and uniforms.

The proposed Project Manager has over 20 years of transportation experience. He is the project manager of Metro's current contract for the South Region.

CONTRACTED LINE MAPS – EAST REGION



CONTRACTED LINE MAPS – SOUTH REGION



DEOD SUMMARY

CONTRACTED BUS SERVICE – EAST REGION AND SOUTH REGION / PS76258

A. Small Business Participation**East Region:**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this indefinite delivery/indefinite quantity solicitation. Southland Transit, Inc. exceeded the goal by making a 10.36% DBE commitment.

Small Business Goal	5% DBE	Small Business Commitment	10.36% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Trans-Global Services, Inc.	Asian Pacific American	5.73%
2.	Metro Maintenance Services	Asian Pacific American	1.61%
3.	Tranco Mobile Bodywork	Asian Pacific American	1.49%
4.	JCM & Associates, Inc.	Hispanic American	0.32%
5.	Jamison Professional Services	African American	0.02%
6.	Carl's Electric, Inc.	Asian Pacific American	0.12%
7.	Isla Tires, Inc.	Hispanic American	1.02%
8.	SRL Enterprises, LLC	African American	0.05%
	Total Commitment		10.36%

B. Small Business Participation**South Region:**

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for this solicitation. MV Transportation Inc. made a 3.75% DBE commitment and demonstrated Good Faith Efforts (GFE) by passing their GFE evaluation with a score of 100 out of 100 points.

Small Business Goal	5% DBE	Small Business Commitment	3.75% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	JCM & Associates, Inc.	Hispanic American	0.15%
2.	Fleet Care	Hispanic American	2.30%
3.	Metro Maintenance Services	Asian Pacific American	0.48%
4.	R Industrial & Healthcare Supplies	African American	0.60%
5.	B & S Construction, Inc.	Asian Pacific American	0.02%

6.	Oscar Mobile Body & Detail	Hispanic American	0.15%
7.	Jamison Professional Services	African American	0.05%
Total Commitment			3.75%

B. Contracting Outreach and Mentoring Plan (COMP)

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development two (2) DBE firms for Mentor-Protégé development. Southland Transit, Inc. proposed to mentor the following (2) protégé's: Trans-Global Services, Inc. (DBE) and Metro Maintenance Service (DBE). MV Transportation Inc. proposed to mentor the following (2) protégé's: Fleet Care (DBE) and R Industrial (DBE).

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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